





# 1030  
[IMA 5/80]

Old Dartmouth



Historical Society

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THE WHALING AND MARINE  
MANUSCRIPT ARCHIVES. INC.

Nantucket, Massachusetts

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Presented By

Mr. and Mrs. Albert L.  
Manning

31 July 1975

NEW YORK - ANTEL - SOERABAYA - (DEMENT BEAUMONT) -  
BOSTON

# SHIP ST. MARU

1,973.17 gross tons

1,788.41 net tons

232.4 ft long

42.8 - Beam

18.7 - Draft

Built in Bath Maine - 1877

By J. D. HITCHCOCK

HAILED PORT - N.Y.

16 March 1895 - 2 Feb 1895

N.Y. - ~~ANTEL~~ BOSTON.

SOERABAYA (Bath on Java)

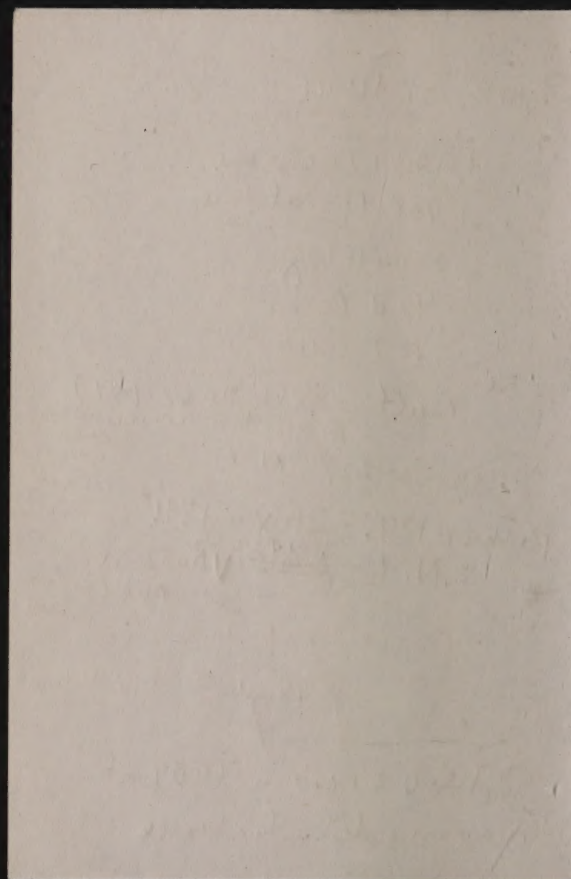
(CHAMPAGNE FLINT)

\* 48 miles E 1/2 S of Boston LIGHT

WAS BUILT  
SHIP  
BUILT IN  
BATH ME  
1877

Sold to U.S. Gov't in 1909 at

Muskegon & converted into a barge





257  
24

80  
24  
24  
1929

Amica

53828  
26914  
322668  
19297  
13006  
11974

11929  
16789

270

15228  
18598

206

17250  
15492

14460

18180  
17661  
8190

130  
120  
26

167.89  
144  
690571

2692

8600  
4530  
16020  
5000

25700  
2740

1840  
20800

26

40

120157

Beauvoir  
Boutan

Ball  
15.3

93  
65  
230  
260  
195

# 24

Alaska

70  
16.9

Heard  
201

231  
97  
127  
101  
62792

23.14

4 16-45 109

37-28

5 29-15  
43-01 152

6 29-7  
41-13 148  
30-40

12 miles

7 27-54 65

14  
20 78

8 30-38 105

4

9 36-58 50

0.0  
7.7

48

31-11 60

21

36-4 60

23

31-58

34-18 100

#2

32-40 118

28

32-20 118

139

34-54

17-3 75

790

31-47

14-58

35-47

14-20

21-52

1-40 150

6-11-08  
Shear

6-11-08  
6-11-08

6-11-08  
6-11-08

12

10-23

14  
840

34  
170

139-27  
72-00

11-11  
11-11



Ship St Mark  
New York

Walter Starbuck

ONE TRIAL FOR  
WRITING PAP  
ENVELOPES  
ACCOUNT BOOK  
LEACH  
G.W. LEACH & CO.





1895

Saturday

Mch 16

Left Martin's Hook at 1-15 P.M.  
 Took departure from Sandy Hook  
 Light Ship at 5-50 P.M. Wind N.E. & N.  
 then topsails & 1 gallant sail set with  
 gibs; had a fine run on an S.E. & S.  
 course; all not driving, we didn't  
 make as many buttons as we other  
 wise would have. At ten P.M. set  
 all three Royals, sky sail yards not  
 being aloft we could not further  
 turned in at 10-30 having put on a  
 night cap.

Sunday

160 miles  
 to 12 m.  
 by observa-  
 tions

Wind continued fair & we had a  
 very fine day, wind about same  
 as yesterday. In the twenty four  
 hours, Capt. Dudley figured we had  
 made about hundred & sixty miles.  
 We have a fine set of officers & men.  
 I was on deck most of the day watch-  
 ing the sailing & sailors, although it  
 was pretty cold; I went below once in  
 a while to warm up. The wind in-  
 creased at night & the Royals were  
 furled. Turned in about eleven, put  
 on a night cap.



Mch

18<sup>th</sup>

Monday

225 miles

Lat 24

Long 6

Hourly

baromet

tion

The day opened looking very bad, cloudy & threatening, which threat was carried into effect most faithfully. From early morn squalls broke upon us with a considerable spite, they were also frequent in their visits, which kicked up quite a sea, this lasted till late in the afternoon, then they all combined & formed themselves into a first class gale of rain, which I thought I had seen before, but found I was in error. The sea was something fearful, coming <sup>in</sup> towards over the trans of the ship, & frequently chiming over the quarter deck, this state of affairs lasted for several long hours, & I think through the night was even more than the day. Sleep was out of the question, but nevertheless I put on a night cap and turned in about 10-30. Not being able to sleep on account of howling & roaring sea, I changed my night cap for another.



March  
19<sup>th</sup>  
10 miles  
had  
nothing

## Tuesday

The morning opened with a light wind & a  
very heavy sea, which caused us to land  
a comm. table, but in a short time a good  
breeze sprang up from N.W. & we were off as  
much as the ship could, for 4 men were  
fouled off, during the day we were visited  
by a lot of our former friends (squads) but  
nothing so strong as former ones. In  
the afternoon it became bad looking, but  
to our surprise, it passed over as we had a  
vision of a storm, but they went away.  
In the P.M. 7 P.M. we arrived at our night camp  
a fine night & good sun from 4 P.M. on.  
At about 10-30 put on a night cap &  
turned in.

20<sup>th</sup>  
10 miles  
at 20  
miles

## Wednesday

The morning opened fine with a good wind & a  
breeze, fairly clear sky, everything looking  
favorable for a good run. But for the mail  
Royal & at the present time we are making  
more buttons. The sea is calm & the sun is  
but even now I think the St. John Bay  
light might find a glimpse of foot in  
the sea. The Captain informed us at noon  
that it is a double day for the ship.

Mich  
20th

Thursday (Continued)  
miles since yesterday noon, which is  
a very good run. In the P.M. the wind  
increased & we took in the Royal & Mizzen & the

In the evening the wind slackened up a  
little & every thing was snug; we went along  
nicely before it; at 10 P.M. the Royal was  
re-set and the Mizzen & gallant sail.

After the above was finished, at eleven  
P.M. I turned in, putting on a night cap.

21st

Thursday

In the middle watch <sup>am</sup> we began to find the  
wind shifted from N.E. to E. which  
was a beautiful slant for us, it being right  
over the starboard quarter, then we  
gave the fore staysail & the Spanker &  
off we go like a horse horse.

But this lasted but a few hours, as the  
wind increased rapidly after ten am.  
& all hands began taking in sail.

I forget to say the fore staysail was blown  
away from the sheet, & tore up & down  
the luff rope in flapping.

The wind so increased, that at four P.M.  
we are under only the foresail, lower  
fore top sail, & lower main top sail, and the



Mon  
21<sup>st</sup>

Thursday (continued).

think it is all that is necessary for health  
to be, in any way, comfortable.

195 miles We are just boiling away with this light  
breeze. At 4-30 took in fore and  
main topsails. At 4-45 we are under close reefed  
fore & main topsails, & storm gill, & it  
is piling up in great shape, with the  
sea making a break over her waist,  
the spray leaping over the quarter deck.  
This lasted till I turned in, at about  
7 P.M. but I didn't forget to put on  
my night caps. Friday

22<sup>d</sup> I hadn't been in but an hour & a half  
before a big sea came over the quarter  
deck, right where my stateroom is, & came  
last 24 through my window, although the outer  
shutter was closed, & drenched me & my  
bunk through & through, so I had to get  
out & sleep the balance of the night on  
the sofa in the after cabin.

The storm lasted till about eleven  
this forenoon when signs of breaking  
away were seen, but the wind remained  
in the same quarter, the Captain  
didn't move till it

Mark

22<sup>nd</sup>

# Friday (continued)

looked more settled. The sea is still pretty high though the wind is not so strong. The Capt just ordered the forward set, which will pull us a long a little faster & keeps us away from the sea. About 5 P.M. with a rain squall which killed the wind & brought the sea down, the wind came out to my right. Put on more sail, foot main upper top sail, with the gibs & mizzen upper top sail. We are running through the night. At about 11-30 P.M. I put on a night cat & turned in.

23<sup>rd</sup>

# Saturday

The Am. opened fire at with a light breeze from S.E. which <sup>now</sup> ahead, but soon shifted to S.W. it being fair & very light, every day was just as it is. We are going along rather slowly at the present time, viz 10-30 Am.

The hours for meals are, breakfast, 7.30 Am. & 12.15 & 5.15 P.M. for dinner & supper.

Mr. Court & myself are having a hand contest, this being quite a light armistice it will be a hot fight.

At 11 Am. the wind increased so



mch  
23<sup>d</sup>

Saturday (continued)

Up to that everything is clearing well, & we  
2 m are going at a good pace.  
145 miles A week but today. Lat. 34. S Long 41-22  
last 24 taken at 12 m. The afternoon was cloudy  
hours. & the eve. brought on rain, but wind  
had rest on- held on. About 11 P.M. turned in,  
ing. putting on night caps. One went out to

24<sup>th</sup>

Sunday

The A.M. opened raining with a light  
180 miles wind from S.W. our course lying  
part 24 S. E. by S. 1/2 S. it was fair but no more  
hours slowly. Last 24 hours made 180 miles  
last week. which was not bad as part of the time  
ning. it was a light air. The weather is  
much warmer than when we left, we  
go on deck without coats or wraps when  
it does not rain, are perfectly comfort-  
able. The rain continued up to the  
time I turned in 10-30 P.M. but then  
increased. I didn't turn in without put-  
ting on a night cap.

25<sup>th</sup>

Monday

190 miles The rain continued all night, with a  
last 24 fair breeze so we must have made a  
hours good run. At 12 m. the rain stopped.

Mon

25<sup>th</sup>

Monday (Continued)

There is every indication of clearing  
The course was changed at noon  
from S. by E. to S. E. by E. which brings  
the wind on the beam, & we are going  
along at a good pace. Although we  
have had a great deal of bad weather  
of late, we congratulate ourselves that the  
last 24 hours have been favorable & we have had  
nothing to do in beating. This continued through  
the balance of the day up to 12 P.M.  
At 11 P.M. turned in to be headed, the  
weather being warm.

26<sup>th</sup>

Tuesday

The morning opened fine, with wind in  
same direction as yesterday, it has  
remained the same all night. She is go-  
ing about 7 knots by the log.  
Early in the forenoon the sail was set on the main, by  
4 P.M. on the fore. So she is under all  
sails, & going about 8 knots with  
a smooth sea. Nothing noteworthy occur-  
ring during the day, except the sight of a couple  
of flying fish. At 10 P.M. the wind shifted  
to the north, to N. E. which necessitated



mail  
26<sup>th</sup>

Tuesday

Hauling yards to starboard. At 11 P.M. turned in, purposely, have headed. It was the first night since we left I have been able to have my room window open, as I have been on the weather side, & betwixt the rain & sea it was impossible.

Wednesday

27<sup>th</sup> The morning opened finer. At 6 A.M. the 60 mile wind hauled to N.W. & which gives us a fair head 24 hours. The course at 12 M. was changed to E. by S. Later the wind shifted to N.E. which is just about the beam. We have been under full sail all night & all day. The Captain & crew have been very busy overhauling the cargo & taking an inventory of sails, provisions, &c. &c. In the eve. he was on deck enjoying one pipe more. Mr. Smith strung his traps during the day & turned her up in the eve. Turned in at 10-30, have headed. Thursday

28<sup>th</sup>

Another beautiful day. In the A.M. saw sighted an Italian Frigate, quite a distance ahead, but at 8 A.M. she was on our beam about 10 miles to the leeward, & we caught & passed her. At noon, nothing

Mich  
27th

Thursday (continued)  
can be seen of him. This forenoon  
a whale was seen but at short distance  
from the ship, we didn't lower away  
for him as he didn't appear again.  
By about 10 we were not quite freshened.  
Sailed. Changed course to S. by E. so we are now

running down the latitude very fast.  
The stay sails are being put on, & very soon  
will be ready to set, when they are up, every  
yard of canvas will be on her. We have made  
a very fine run up to the present time.

About 1 P.M. the main topmast stay  
sail went up, & we continued under stay sail  
to courses on the fore main, & royal to bridle  
on the mizzen. Went on deck in the evening  
to see the 2d mate haul the log, which is  
only a tin knot one. She pulled it all out  
before the land ran down in the glass,  
which showed she was going over ten, probably  
10 1/2 to 11. Went below at 9-30 P.M. took a  
whif at the pipe, then turned in about  
10-30 after putting on a night cap.

Friday

At 3-30 A.M. the wind freshened so much  
that the two skysails were furled, & also



March  
29<sup>th</sup>

Friday (continued)

the mizen royal. He continued under this  
220 miles till 2 P.M. when the main skysail &  
last 2d mizen royal were set. It is a most beau-  
tiful day. in fact since we entered the  
current T. & B. trades, we have had perfect weather  
at 12 m. & fair winds. (entered trades on the 27<sup>th</sup>).

Came to day S. by E. At 5 P.M. passed  
a drifting iron can or floating buoy,  
with copper whistle on top, surrounded  
with an iron cage, it was painted  
black & white perpendicular stripes  
about two feet wide at the water line,  
decreasing in width toward the top.  
If we had passed at night when it  
could not have been seen & heard, the  
sound of the whistle, we would have  
been scared out of our boats.

Went on deck in the evening & took a  
long whip at the pipe & turned in  
at 10-30 P.M. bare headed.

30<sup>th</sup>

Some time during the middle watch  
12 to 14 A.M. the wind freshened up so  
much, that main skysail was furled  
but reset at 10 A.M. The anchor too  
was out today. we think our friends

2nd  
30th

Saturday (Continued)

at home, little imagination far along  
240 on our way. Lat. 20-30 N. Long. 29-  
39-15 W. One more day with good luck,  
but we will be off the Cape de Verde Islands.  
The Capt. says we will find all the same  
enough to sight them. But Steamer  
Chari on deck this P.M. for the first  
time. It is as warm as a June day in  
Boston. At 10 P.M. the wind freshened  
& the mate ordered the main sky sail  
& main X T'gallant & stay sail taken in  
we carried the royals, excepting the Miz-  
zen all night. At 10-30 P.M. turned in  
fair headed. Sunday

31st  
Turned out at 6-30 A.M. Found it rather  
cloudy, with one or two squalls hanging  
round a head of us, at 7 the mate ordered  
the royals in, but it was useless as they  
passed away far ahead. After breakfast  
the Capt. came on deck & the way the  
sail went on to her was a surprise.  
Kid top sail, all the royals & main sky  
sail went up in very few orders.  
The Capt. & 2nd mate are drivers, but the  
mate is inclined to be conservative. 12



note  
3/1 ch

## Sunday (continued)

At 2 am. the light went on deck & changed the course to due S. soon  
will not sight the Cape de Verde, at 12  
noon by observation, we were right abreast  
of the northern island, about a hundred  
miles west. We are travelling along at an  
even first gate & it is as fine sailing  
as I have ever seen. We are making at  
times as high as 11 1/2 to 12 knots, but  
the wind is variable in strength, so at  
other times we don't make over 8 or 9.  
At 10 P.M. we had a light shower, but  
it lasted but a short time. At the fore  
noon I turned in, bare headed.

April 1st The A.M. opened slightly cloudy, but  
soon cleared enough to take the sun at 9 am.  
At 12 noon Capt. Dudley was giving me a little  
funny talk this forenoon, whereupon I  
turned upon him & told him to break off his  
hat which he proceeded to do, but found  
it was the 1st day of the month.

I neglected to write that the Capt. entered  
the beard contest with Mr. Everett  
& myself, but yesterday he showed  
up. He said it was his and his

Sept 1<sup>st</sup>

Monday (continued)  
face felt dirty, but I think the real reason  
was, that he was jealous of our suc-  
cess & was quite the contrary. At 2 am  
the course was changed to S. by E. as we  
had passed the Cape de Verde & wish to  
make a little more easterly. It is remarkable  
how the N.E. trade holds on & how strong  
thus are our onsets, since getting in, must  
have been 9 knots & we haven't stopped day yet.  
But the 60 ft. squalls run out in a couple of  
days more when we will probably be in the doldrums.  
Have been on deck the most of the  
day, enjoying the fine breeze in my comfortable  
reclining chair. I am getting as brown as  
a berry from being in the sun but so much so,  
but I presume it is nothing to what I will be  
when we reach Java. In the evening I went  
on deck to enjoy the moonlight & had a  
little music on the banjo & some amuse-  
ment of singing. A fair maid milking did  
go! Flaring & in the light sails, de-  
veloping a strong breeze about noon at 9 am  
all three masts fore & main & the sails  
were shaken out & by which I added to  
our speed no small amount. At 11.30



File  
1st  
2d

Monday continued  
turned in bare headed  
Tuesday

08 miles  
at 12  
and  
forward  
tion

opened as yesterday slight clouds  
the main topmast & 1 gallon of oil  
much as set early, so she has not much  
forward thing set that is bent. The royal  
sail is being made ready, some work re-  
pairing to be done. The sun is so high  
in the middle of the day, that one is  
quite willing to stay below but the  
arrangement is comfortable.

The wind has lightened up from force  
of yesterday, hence our sails are down.

Our Chinaman Steward calls me at  
Am. if I am not abroad, up & he calls  
me Mr. Tarboe, so the Capt. has taken it  
up & calls me the same. He must be going  
at the present time about 8 knots & a  
fast boat on 10 knots. After supper the  
royal star sail went up, as everything is on hand  
she has the mizen staysail, but the Capt. says  
he is going to have some, also a main spencer.

We enjoyed the evening on deck, it was a  
fine moon light & very comfortable. It was  
up quite late for us, turned in at 11-30 pm.

Apr.  
2<sup>d</sup>  
3<sup>d</sup>

Tuesday (Continued)

Bar headed.

Wednesday

190 miles  
past 24  
hours  
clear  
time

The Am. opened fire with a light wind but fair, I should say about a 5<sup>th</sup> knot breeze. I fear we are running out of the trade, but we hope they will accompany us to the equator. If we continue at present speed, the sun will be directly overhead tomorrow, as it is now about 5 degrees above the equator & today 12 m. we were in about 7 above, course S. by E. This Am. the Capt. got a fish line ready & put out over the stern, hoping to catch a dolphin. Hope he will succeed, as there were seen one. Captain Sniffen went on deck, smoked one pipe, & reinforced the cold brew & the moonlight. At 8 P.M. the log was put on. Found we were making a trifle over 10 knots which was a surprise, as no one called her over 5 on the guising beforehand. At 11 P.M. went below & turned in, putting on a night cap.

Thursday

4<sup>th</sup>

Warm & fine as the few previous days, wind fair but moderate. Put my thickest clothes on, & I find them none too thin when exposed to the sun. Made the usual observations at



4<sup>th</sup> 9 Am. 9 12 M. Found we had passed  
58 miles south of the <sup>sun</sup> 21 minutes. Lat 5-28 N.  
lost 24 It was a novelty to me, to see our shadows  
run directly under our feet. We have had a  
few remarkable runs, not thus much out of the com-  
mon.

son, & nearly to the line. The distance was  
guessing very deep, this noon no one named  
over 145 miles. The crew are engaged  
tightening up the stays all round. They  
don't get a chance to loaf much, as be-  
the digging from trunks to dead in being  
overhauled & made strong & durable, it is  
no small job either. The Capt is bound to  
have things in good shape. He has laid  
out work enough to last to August & has  
also a good part of the return trip.

He has had no success yet with dolphins.  
The wind in the P.M. was sunlight then  
the A.M. but we are now sailing slowly.

On deck in the eve. as usual, turned on  
at 11 P.M. & are headed. Had not seen a  
sheet over my. Friday

5<sup>th</sup> Turned out at 6-30 A.M. found a fine  
day, but light wind, though right ahead  
us. so we moved along at about 4 knots.

Apr.

Friday (Continued)

Went on deck & after stowing myself off  
120 miles had a half doz buckets of water thrown  
fast & over me, it was very refreshing & braced me  
up all day. The sun, as usual, was taken  
by me at 9 am. & 12 m. found us in Lat. 3-02 N.  
Long. 23.7 W. Steaming due S.

This P.M. the 1<sup>st</sup> boatman went out on  
the martingale with a harpoon & line to  
catch a few fish. He succeeded in catching  
one tortoise the first time he threw, but  
none after. I should think the one he  
caught would weigh about 7 lbs. & the  
cabin will probably feast upon him at  
dinner. Since dinner the wind has  
traveled a little & I hope it will continue  
as we are particularly anxious to cross  
the line by tomorrow night, so to make  
the run within the week, which is consid-  
ered extremely good time. I find that my  
old straw hat, which has passed through  
two Boston Summers, comes into play very  
well in this lat. though I suppose Diana  
Lilley would say, "I don't want a hat to  
last five summers," not to mention three. I  
think we may make a change in our ideas.



Apr 5th

Friday continued

The fresh wind lasted till about 11-20 AM. Then became more moderate. Turned in at the above time bare headed.

6th

Saturday

Apr 6th  
Morning  
at 24  
hours  
before  
time

Up at 6 AM. & went through the process of  
bath or deck, it is great stuff. Wind  
remains very light, but we are sailing  
along about 3 knots. Took the observations  
at 9 AM. & 12 PM. & found we had made the  
shortest run of the voyage, up to the present  
time. Made an arrangement with the barber  
to crop off my hair tomorrow. The thought  
struck me that its growth was using up  
the strength that should go into my hands.  
I decided I expressed to the Capt. Mr. Brewster  
upon two very audible smiles could  
be heard all over the ship; but it was no  
laughing matter to me, as I have to do some-  
thing to compete with the remaining 3 con-  
stant, the third having admitted an eighth  
just a week ago today. The sonnet, that  
the boatwale caught, proved a very good fish.  
From the present appearance, we will be after  
hours on the three reefs to the line. But  
the officers all say we will get there in about

49 16<sup>th</sup>

# Saturday (Continued)

They now not being up in the doldrums in about Lat. 5, as is frequently the case, we are in Lat. 1-41 N. Long. 22-30. The wind this P.M. has become still lighter, & at about 4 knots & a half, just enough to steer her, this lasted till 10-30 when I turned in bare headed.

## Sunday

49 17<sup>th</sup>

70 miles  
24  
100  
100  
100

At about 2 A.M. I was waked out of a sound sleep by a noise at my cabin window; at first I thought Father Neptune had come on board to congratulate me on our quick passage, but it proved to be the boatman closing my window, as a rain squall had come upon us from my side of the ship. I went out at 6 A.M. & found it slightly cloudy, & the same very light air. Took the usual ducking on deck. After breakfast discovered a fine squall right behind us, we only got the tail end & fore of them, with a slight shower & wind enough to drive us ahead at a 5 knot pace. But as I predicted to the Capt. it was of short duration, it died out quickly, & our old wind is with us. Mr. & Mrs. are much surprised at the rain made, it being so within 28 miles of the line, we didn't think we were doing any where near so well. This P.M. we are a good way out from the



11<sup>th</sup>

# Sunday (Continued)

There were all day long rain water for washing clothes. It is surprising how careful all hands are to use as little fresh water as possible. With the rain came more wind, as we figure we will cross the line by nine this eve.

The Steward gave me a hair cut this afternoon. I was surprised how well he did it, as he thought the beard will take a sudden start. In the about 4 o'clock, the wind was a little stronger, as we made about 4 knots. The sailing was fine with about the same breeze. He figured the ship crossed the line at 9 P.M. just 22 days out. An hour saving difference of time into consideration. This feat, the officers all saw, we would not have if we made the voyage twenty times. He would have done it easily in 21 days had the wind held on. Turned in at 10 P.M. Bare headed.

12<sup>th</sup>

Up at 6 Am. Wind held about the same as yesterday. During the night, took my usual soaking. I am feeling very much better than when I left the salt water bath. are doing me a jiled good. About ten Am. the wind freshened up from the N.E. which was our own port quarter, continued along at a 6 knot pace till 12 M. when a strong squall from the N.E. knocked us

Apr 8<sup>th</sup> Monday (continued).  
50 miles a the wind, also changed its direction to S. W.  
but it worked to the N. a little, so now we head  
S. by W. 1/2 W. close hauled, with very light wind.  
Took the observations of ind. we are 49 m. S. lat. &  
22-28 75 long. When it rains in these latitudes  
there is no mistaking it for a thin fog, it  
only lasted about half an hour, but the crew  
succeeded in getting two good sized casks of  
fresh water, also a barrel, this came from after  
Cabin line, quarter deck, forward cabin, fore-  
castle. In the P.M. the sun came out & it  
was warm enough to send most any one, but  
in the shade one can keep fairly comfortable.  
At 2 P.M. the wind left us entirely & we had  
no steering way, so we were just drifting  
idly around; this lasted till 8 P.M. when a  
light air came upon us from the N. it was a  
2 1/2 to 3 knot breeze, but it only lasted a couple  
of hours, then reduced to about a knot. We  
are undoubtedly in the doldrums. The  
moon was nearly full & rose at midnight, broke  
at 10-30 turned in, bare headed.

Apr 9<sup>th</sup> Tuesday  
Up at 6 A.M. Found we were still in the  
doldrums, but that didn't hurt our spirits.



Apr 9

Tuesday Continued

Having my ducking on deck. The Capt is very  
 22 in his opinion that we will strike the S. E. trade soon,  
 past but I think the risk is rather to the thought  
 system. It seems too bad for us to be hung up here, after  
 by forgetting so far S. & otherwise of the state of the drums.  
 The Capt. matured with from Kamsu into me  
 so the Capt. from frequently with <sup>the</sup> mate, accusing  
 him of being homesick, so today I took him on it.  
 While we were drifting around aimlessly, the  
 ship headed N. W. & N. I told the Capt. he ought  
 to have seen the sharks in the water, the smell  
 on the face of the mate when he learned  
 how we were heading. The Capt. too. The point  
 at once, & proceeded instantly to inform the  
 of my remarks, the mate replied that the  
 whippers were long enough, he would pull them.  
 It was a source of great mortification to me  
 that he didn't consider them already long  
 enough. At 5 PM a Spanish vessel came up, all  
 the Spaniards were taken in, the ship was, royal,  
 & covered also, but it found nothing but  
 I notice they don't care to have many light  
 sails to handle when it looks squally, but  
 takes the time to get them in, that might be  
 needed on the lower sails. The sea is calm

Apr 9<sup>th</sup>

Tuesday (Continued)

200 miles for a not a single being on it.  
He got no morning observation, but succeeded  
at noon. we now were surrounded at the short range  
as we were headed all points of the compass  
through the day & night. At 4 P.M. we were  
visited by another shower. It rained here as easily  
as any place I ever struck. I brought it on by getting  
my chair out & sitting on deck a few minutes.  
When we had nature resort to this method of  
bringing on rain. In the evening I heard a  
and a beautiful full moon light night fall  
which was spent on deck something like this. The  
fair water was lying. Turned in at 10 P.M. & we  
headed.

Apr 10<sup>th</sup>

Wednesday

Spent the afternoon at usual hours to work. Took bath & after dressing  
out 2nd command on deck till breakfast time. Watching  
honestly a chart. Playing a round the ship. Waiting  
for someone or something to be dropped on board.  
After breakfast the Capt. went on deck, sent him  
piece of cast iron, put it on a small fish line  
& Mr. Barrett held it over the stern just on the  
surface of the water. The Capt. was ready with  
Layson in hand. He got sight of the flock &  
quickly went for it. He let him have the



Feb 10th

Wednesday (continued)

which struck him in the middle of the back right on the backbone, so it didn't penetrate far enough to hold on. He came up smiling for the second round, but it proved disastrous to him, for the boat drove the iron ore into him this time. There was no escape. The mate came along with a line, made a bolin on a bite & slipped it over him & we hauled him aboard. He resisted but it was in vain; he was pounded on the nose till he became submissive, then his tail was torn from the rest of his anatomy, after which he was put back into his natural element & allowed to go on his way rejoicing.

The wind opened clear & very warm, with more wind than yesterday, all hands felt discouraged. At 9 am & 12 m. the same cold rain & snow was figured, which is not very encouraging.

After dinner a light breeze came up from N.W. to which put us along at 2 knots per hour. The heading changed to 340° to be at 4 pm 3-40° to be.

Heaving ho for the pillbox till we saw strike the S. B. trident. The mate hauled till 6 pm.

When a very heavy rain & squall came on it was a relief from the sun & heat. The mate hauled till 6 pm.

For once before on F. so close it was a relief.

## Wednesday (continued)

left with an Irishman's hurricane. But they  
for no other reason of the night, with the  
exception of a cat, gave us no. I turned out  
10:30. Fair headed.

## Thursday

Went up at 6 AM. Took the usual trawling down  
fast 24. Weather didn't increase any, slight dash  
down by on the starboard side, just a few away across  
could see, but more gradually coming together,  
coming going a little N.E. This is going a little  
S.E. Last evening the mate said we were due to  
see a whale which was near the ship. Shortly  
but he didn't appear again. This AM we looked  
round for more sharks, but in vain. I think the  
one who reluctantly came on deck, has told his  
friends of our impolite treatment, so they won't  
condescend to visit us. After breakfast 10 AM.  
a 3 knot breeze came up from the S.E. so all  
hands call it the commencement of trade.  
it continued very light up to 3.30 P.M. but the  
sun doesn't forget to send us some of its heat.  
About 4 P.M. the wind softens, so we drift  
ed about heading in all directions. This lasts  
till 10 P.M. when a nice 4 knot breeze sprang  
up. I went along on a... 20



12/17

Thursday (Continued)  
deck till 10:00 then turned in bare headed.

Feb. 12<sup>th</sup>

Friday

10 miles  
at 20 hours  
get down  
com.

Up at 6:00 hours. After bath, & breakfast, went on  
deck & found the breeze had increased to a fresh  
knot one, which had held at this rate since 12  
midnight. Looked for our companion ship but  
could see nothing a-hor. He concluded that we  
were so much to windward, (10 miles) she didn't  
get the wind for, at least, two hours after we did, so  
it put us so far ahead that we can't see her, then  
as it increased in strength it was too advantage  
as we got <sup>it</sup> some time before her. At 10-10:30 am. saw  
other sail was sighted from the rigging yard, about  
5 points off the starboard bow, it was not to be seen  
from the deck. The figure her 20 miles off. Saw a  
large school of porpoises this forenoon & proposed  
to harpoon one, but they didn't come close near  
enough. He has already struck the main course  
S.E. trade, & are tacking along at about a 1/2 knot  
gate, & as fine weather as one could wish for. The crew  
made 2 more barrels of mace, but it was practically all  
done from 12 midnight to noon today. In the eve-  
ning increased to an 8 knot breeze. Went on  
deck & enjoyed the sailing & watching more  
meat out of the storehouse & water was landed.

Apr 13<sup>th</sup>

Saturday

171 miles Up at 4 a.m. took bath, then went on deck & saw  
 the men putting the A-wing up on the quarter deck  
 hourly which we fully enjoyed after breakfast, in our chair  
 with lighted pipes. The breeze was not quite as strong  
 as last evening, but it was a good one, about 2 1/2 knots.  
 We shall be 4 miles out this eve. at 9 o'clock, I  
 think there are very few observations so far along  
 we are, & had it not been for the 3 last days of calm,  
 we would have shown a little better record.  
 About 8 things I saw at noon today. Nothing  
 over the horizon during the afternoon or evening,  
 except my usual shipy feeling about 8 o'clock.  
 Some steamers have headed.

Apr 14<sup>th</sup>

Sunday

172 miles The A-wing, opened fire, with a good shot  
 but we are enjoying the delightful sailing  
 under our own power. The bath was magnificent.  
 The Capt. has suggested to the Steward, that he would  
 like some alteration with the food before cooking them  
 what he means none of us understand.  
 I made a good guess on the run to noon, viz 163  
 miles, only two out of the way. At noon Sat 8 1/2  
 knots, 24-25 knots. The altitude of the sun about 1/2



Apr 14<sup>th</sup>

Sunday continued  
 was about 72, Fair Boston on June 31<sup>st</sup> & 72<sup>nd</sup> it is a  
 little over 70, as we are having just about the weather  
 of those dates there. In the afternoon the wind  
 was so much that we could not have made over  
 5 knots & in the eve. it was still lighter. At 10-30 PM  
 I went below, leaving a very light air to freshen  
 along. At this hour I turned in & as needed.

Apr 15<sup>th</sup>

40 miles  
 at 20  
 miles by  
 navigation

Monday  
 Cut at 6 AM. went on deck for bath, found a  
 very good breeze, I should say 6 to 6 1/2 knots.  
 The Carpenter has been making a new Spent  
 from the fact for days, the one up being flayed  
 out. So today the old one was taken down & the  
 new one is being made ready to put up. At 11 AM  
 I made another guess on the run, 40 miles, the  
 margin shows how near I came. I only record  
 the guesses when I come near. This afternoon is  
 fine with about a 5/8 breeze, the evening comes out  
 very well, as the sun is very hot. The wind  
 became lighter toward noon & continued to decrease  
 till midnight, when it was almost a calm. The  
 evening mist came down as it was in the morning  
 the Spent from came down, so it was found  
 to be on deck in the afternoon, we went up af-  
 ter tea but a calm soon came down.

Apr. 15<sup>th</sup>

Monday continued  
below again. At 9 PM feeling very sleepy  
I turned in bare headed.

Apr 16<sup>th</sup>

Tuesday

28 miles  
from 24  
down 4

At 5-30 Capt. Capt. G. L. G. remarked to Mr. Bennett  
that he was going to have me out of my nest,  
which being awake, I heard, & prepared myself  
for defence. He only reached the room door, when  
I let go at him, he retreated at once very much  
dismayed, & I was not molested again.

The late general fire with a good burst of  
which we have held up to me. The forenoon was  
devoted to getting the new Sparker from on her,  
which finished at 11 AM & sail all up. I was 3  
miles below on the run today. The wind SE & T  
we are heading S. W. 1/2 N. doing good work.

The Capt's having had all the cabin window frames  
scrapped, & engaged in staining them, previous  
to having them nicely varnished. The men &  
all at work on the rigging. Expected the mail to  
arrive as a first class packet when he got everything  
completed. At 3 PM the wind has backed up on  
us, almost as fresh as all she is doing. At 5 PM  
the wind lightened still more & from this  
time till midnight we were nearly becalmed  
making just over 100 or 120 Lat. South.



Sept. 16<sup>th</sup>

Tuesday (continued)

At nine P.M. we are just a month out & are in Lat. 12-30 S. Long. 24 W. At 10 P.M. I turned in for bed.

Sept. 17<sup>th</sup>

Wednesday

Up at 6 A.M. went on deck for bath, found a fair S. West breeze, for which we were grateful in view of the proportion to its strength. I remained on deck until 11 A.M. when the sun was taken. My guests (20 miles) on the run is too flattering for my modesty. I feel myself blushing, but no one else discommoded them account of my brown skins. It is a beautiful day but I think we would sacrifice some of the beauty for more wind. I think I will discontinue my guests on the run, as I fear a pair of black eyes from some one who might read them & accuse a horse thief which I should feel called upon to resent. I turned in at 11 P.M. when I turned in for bed.

Sept. 18<sup>th</sup>

Thursday

Up miles

at 24

hours by

here on

Turned out at 6 A.M. found a good S. West breeze which had been with us since 1 A.M. After bath & breakfast went on deck for a swim. Very soon sighted a sail ahead, by noon we had gained a considerable on her, but at this time she changed her course to the eastward, so we got no nearer.

Apr 18<sup>th</sup>

Thursday (Continued)

In the P.M. we sighted another sail, it was a long way off & homeward bound. We regretted she was not near enough to speak or signal, so we could have been reported. We are getting down near the track of homeward bound vessels, & are in hope to be near enough to signal. The wind remains with us, but not quite so strong as in the morning. We are getting where the air & water are getting colder. I shall regret going up this morning. In the P.M. the wind was much lighter & for some time we moved very slowly, not our ship's motion. In the evening we got up as high as 3 tenths at one time. They all say they never saw the P.C. track's light in this latitude (17 S.). After passing a pleasant evening on deck, turned in at 10 P.M. fore headed.

Apr 19<sup>th</sup>

Friday

Up at usual time. After bath & breakfast, loaded the pipe & went on deck for a good smoke under the shade of the awning. Found a four tenths breeze which seemed good to us, as we had been having the most lighter. Took sun at 9 am. 12 m. Our sun is rather discouraging, as we ought to be doing better. The sunsets down here are magnificent, I never saw more beautiful coloring of the sun.



Apr 19<sup>th</sup>

# Friday (Continued)

Photographed exactly, anyone who hadn't seen the same  
would say it was very much overdrawn. About noon  
today a very long heavy smoke came upon us from  
the E. N. which shows us that there is a fire somewhere  
enough in that direction. During the forenoon the  
wind became lighter & remained so all day & through  
the night. I turned in at 10 P.M. Fair weather.

Apr 20<sup>th</sup>

# Saturday

4 miles  
East 24  
seen by  
navigation

Up at 5-30 A.M. After bath, saw the sun rise at 6.  
It is strange to see how short the dawn twilight  
day. One scarcely has any morning, before the sun  
shows itself above the horizon, & when it sets, the  
darkness comes upon us at once. The breeze at 6  
A.M. was about 2 knots. At 8-30 A.M. a squall came  
up from the E. S. with very little rain, but a good  
bit of wind which overclouded us. But it only lasted  
a half hour, when it left us with the old one, but  
another hour was more pleasing, as the clouds had  
cleared away, & a fine 7 to 8 knot breeze came along  
which looks as though it has come to stay.

The sun was taken at 7. 12 m & found as in  
Lat. 18-21 S. Long. 20. 45 W. Just 5 miles out to right.  
We have sighted three ships since then. One from the  
to the north, & the two others are going on  
ahead of me & are in the same direction.

Apr 20<sup>th</sup>

Saturday (continued)

The one ahead of the one behind seems to be coming up on us. It concludes the wind is stronger behind & we are getting it before the fellow ahead. We hope to show a better running record tomorrow night. The wind lightened up some in the afternoon & evening. At 1:30 P.M. I turned in to be needed.

Apr 21<sup>st</sup>

Sunday

142 miles  
past 24  
hours by  
Champion

Up at 6 Am. for talk, then went on deck to look up our ships, sighted yesterday. The homeward bound fellow was not visible, but the others were plain in sight without glasses. The one astern had changed his course to more easterly, which convinces us he is bound for the West Coast of Africa, or perhaps direct to Cape Town. The one ahead proved to be a barque.

We caught up with & passed to the weather under her stern, when we were along side, about <sup>half</sup> 2 miles to windward he hoisted his flag to the peak, indicating he wanted to signal us, our ensign went up at once, signifying consent. It proved to be the Lady Elizabeth of Newcastle, bound from London to Port Adelaide, Australia, 40 days out. He gave him our name, wherefrom bound, 35 days out, which must have surprised him as we had sailed some distance hundred miles farther than he had. While we were speaking him, a light breeze in the wind, came to him too quickly, but when we had in



Apr 21

### Sunday (Continued)

ished & guard away, we dropped him like a hot potato. The wind this Am. was about a seven knot breeze, but has varied, running as low as five up again. The sea at 11 AM was an improvement on the previous day. At present time 3-30 PM we must be making 7 knots sure. In the eve. we ran dark at sunset, smoked & lit the yard. At 10-30 P.M. turned in & are headed.

Apr 22

### Monday

152 miles  
lost 211  
observed

Out at 6-15 AM. after bath went on deck to look for our target, which we could distinctly see but being some by way astern. At 7 P.M. just 24 hours after squaring away, nothing but her royal could be seen above the horizon; we figured her at least 16 miles off, which would figure 3 1/2 miles gain every hour. The wind through the night hauled to the N.E. then to the N. with 5 to 6 1/2 knot strength. has continued that up to present time (3 P.M.) course 84 1/2 S. Later in the day the wind increased to 7 1/2 knots which we carried most of the night with an occasional let up. Turned in at 10 PM. are headed.

Apr 23

### Tuesday

160 miles  
lost 211  
observed

Up at 5-45 AM. After bath went on deck & viewed the fine 7 knot breeze & breeze with my telescope till breakfast time. About 10 AM. a small came up from the south about 9 1/2 AM. hours. & drove us along.

Apr 23<sup>rd</sup>

## Tuesday (continued)

at a 10% to 11 cent rate, it was a welcome visitor & we were sorry he couldn't stay with us longer, but he didn't take away what we had before, so we thanked him for his short stay. The sun was taken at 9 am. & 12 m. My modesty will not allow me to state, that my estimate of the sun since yesterday noon, was exactly as it proved to be observation. At 1 P.M. the course was changed to S. by S. We have parted with our warm friends, the tropics, as our bar 24.28, indicates, being 21-25 F., our wind slackened upon us about 4 P.M. & remained at a light N.E. wind strength till 9 P.M. when it hauled to the eastward a little & increased to 7 knots. At 9 P.M. I turned in bare headed.

Apr 24<sup>th</sup>

## Wednesday

10 miles  
past 20  
hours by  
observation

At 5 Am. turned out, having had sleep enough, went on deck with bathrobe on, & talked with the mate till 6 o'clock, when I went down on main deck to turn my bath. I find both air & water much cooler than a week ago. I fear it will have to be given up soon. We got the sun this Am. but at 10 Am. pain came upon us, which killed the wind, so we are now in 33 Am. drifting along about 2 knots.

The crew & 3<sup>rd</sup> mate have been at work all the morning latching down the hatches.



Apr 24<sup>th</sup>

### Wednesday (Continued)

it is enough to scare the life out of one, to see how solid they make their facts. The sun shone itself at me, just long enough to set a light on our universal figures out. At 3 P.M. there is just enough wind for change. The state of things lasted till midnight, with occasional showers. At 9 P.M. I turned in bare headed.

Apr 25<sup>th</sup>

### Thursday

69 miles Turned out at 6 A.M. It being my birthday, Captain 244 presented one of his boys to give me an extra bucket of ham by water for my bath. I went to hear the "Liberation" gun firing in Boston & New York, in honor of the day. At 1 A.M. the wind came off from N.E. which pushed us along at a 5 knot land breeze. S. by E. is still with us at 3 P.M. Took the light at 9 A.M. 7 1/2 M. I found we had made a poor run, much to the disgust of the Capt. who is anxious for quick passage. The day is a fine one, but somewhat colder than we have been having. The wind stopped within the day & night. At 10 P.M. turned in bare headed.

Apr 26<sup>th</sup>

### Friday

Up at 5-30 A.M. At 6 took my bath on deck & found the air & water getting decidedly cooler. I don't know how much longer I shall be

Apr 26<sup>th</sup>

Friday (continued)

16 miles able to stand it. He had a fine little lady's  
fasted tray of about 5 knots. The sun was taken at  
home by the tropical home rain figured.  
At 2-30 P.M. a nice rain squall come up, with  
an S.W. breeze; all hands were engaged in  
soring water, all the tanks, casks, barrels &c.  
were filled full, so we will be able to have all  
the washing done that is needed, even including  
ourselves. At 3-30 the rain is about over, but a good  
fair wind remains with us from N.W. about 7 knots.  
The wind continued up to 9-30 P.M. with frequent  
rain squalls. At the above time I turned in to my  
bed.

Apr 27<sup>th</sup>

Saturday

16 miles At 6 A.M. I looked out of my room window & found  
it cold & rainy, so concluded I had rather omit  
bath, so turned over & dozed till 7 o'clock when  
the Steward called me. After breakfast went on  
deck & found we had rain & frequent squalls all  
through the night, one of the squalls carrying  
away some of our main & ketch gear, so I  
spent a good part of the forenoon watching the  
men, with curious eyes, who were up on the  
yard, 150 feet from the deck, making & mending  
sails. How much I would like to be there



Apr 27<sup>th</sup>

Saturday (Continued)

most anyone can judge. The sun had a rather good 10 knot breeze since daylight & the clouds have disappeared, giving the bright sun a chance to make us cheerful. We are off tomorrow tonight. Lat. 30-10 N Long. 14-39 W. at mid. We think it good work considering the light winds since crossing the line. After noon the wind still holds on from the S. W. our course is S. S. E. At 5 PM the wind increased & sent us along like a race horse & we had till 12 PM at 10:30 I turned in for bed.

Apr 28<sup>th</sup>

Sunday

10 miles Lat 2 Am. I was wakened up by shouts of the deck crew giving orders. A squall had come up & carried the mizzen & the main stay sail sheet away. Shortly thereafter the mainmast came off at once, also the fore & main staysails & mizzen royal. It kicked up a heavy cross sea which tossed us about in good shape. After that sea had passed over, I made another attempt at sleep, only to be aroused at 11 o'clock by another mistral more in earnest than the first. All the staysails, fore & main royals, & the main came off at once. At all hands were on deck, it being just the time for changing watches, the barometer didn't show the sea any, as one can easily imagine. My teeth bled on the weather side. I had some def-

4/12/20

Sunday (continued)

feverly in sleeping in, so I turned in on the sofa on the other side & slept till 7 am.

The sun was taken at 9 1/2 am. We found we had made a good run, but not near as much as all expected, as there were times in the night & when we were making off at a 12 knot pace.

At noon the boat changed the course to S.W. by E. as we are pretty nearly down to the latitude of the Cape of Good Hope, the new course being the wind fallen aft, so we don't go along quite so fast, but are doing very well, also having a first class gain of sail. The weather is much better than we have been having, & I find medium under clothing, with coat & vest are not uncomfortable.

We are daily visited by a number of booby-hens, flying around to catch what is thrown on board in the form of food. Today we had a new friend appear, which was a novelty to me, an Albatross, he was as large as a good sized eagle & flew very much like one, with wings spread & almost no exertion. The sea continued light till 6 P.M. when we had a shower of rain, which knocked it down a considerable.

At 9 P.M. I felt very sleepy from loss of rest the night before, & turned in bare headed.



Apr 29<sup>th</sup>  
15 miles  
lost 20  
country  
beauties

# Monday

Up at 6-30 A.M. feeling like a fighting cock, after a perfect night's sleep. It had a good wind all night, with occasional showers, but it cleared in the A.M. & was as fine as an early October day in Boston, & about the same temperature. Once the wind increased, but as we are running before it, we give it a hearty welcome. The fore & aft sails are all down, such as fife, staysails, &c. & as they would do us no good it kept just before the spanker was lowered, then man at the wheel got a little careless in his steering & let the spanker jibe over, which snapped the green line & in it was fast to, like a pipestem, the boat, being on deck at the time, used a little profane & abusive language, which was quite favorable if not elegant. At 9-12 the sun was taken & our figured annual. Albatross number two has put in an appearance, keeping us company with innumerable Chatham. Our wind stayed with us till 12 midnight. At 10 P.M. turned in to bed.

Apr 30  
20 miles  
lost 20  
country  
beauties

# Tuesday

Up at 6-30 & found the wind the same as it was at midnight, & it had been the same strength through the night. Took observations at 9-12 M. & found we were in the latitude of

Apr 30<sup>th</sup>

3007 miles

in April

2nd 2911

3057

Total 6768

Ans. 150 2/3

Apr. 30<sup>th</sup>

150 7/10

# Tuesday (continued)

the Cape & Long. 4<sup>th</sup> St. Our run was a good one considering we were unable to make the Spanker, stay sails, & like draws the wind being so far aft. The margin shows the full number of miles made, from point to point each day, but not the full number sailed, as some days we have sailed a number of courses. At 5 P.M. we were entertained by a squall & out respect for his highness, we dipped our fore & main staysails & mizzen royal; after his departure they went up again. We held the wind till midnight, but I didn't see reason up to enjoy it. Turned in at 9 P.M. Fare the well.

## Wednesday

May 1<sup>st</sup>

120 miles

Point 22

Hours by 12

dead run

evening.

Up at 6-30 Am. found a very light wind from dead aft, course S.E. by E. The wind died out at 12 midnight & came by 12 about 4 knots & at 6 am to about 2, so our run dead run was considerably cut down from yesterday.

We were unable to get the Am observation, being very cloudy, & the one at M. was poor. So we figure run by dead reckoning. We sighted a ship astern this Am. at 9, he has caught nearly up with us, not being becalmed & he bringing a fair little breeze along with him, which we are just beginning to feel, at 3 P.M. but it lasted but a short time, when it all died out & we were becalmed till 9 P.M. 42



May 1st

Wednesday continued

when a light wind came from the N. & after  
gave us storage way to lay our course E. S., it  
grew stronger by midnight. Yesterday we had  
our steamer chain carried below as it was too  
cool to sit on deck with any comfort. At 10 P.M.  
I turned in for bed.

May 2d

Thursday

Up at 6-30 A.M. & went on deck. Found a good  
breeze. Took observations at 6 A.M. & found  
we had crossed the longitude of Greenwich, being  
in latitude 0-00 N. & lat 35-45 S. Our course was changed  
to S. by E. as we are nearly as far south as we  
will go, say 2 degrees more. I devoted part of  
the forenoon to sewing buttons on to my flannel  
shirts. I think now they are on to stay, when  
fast only the makers they are simply to show where  
they belong. The wind has continued not at all  
to 3 P.M. & we hope for an increase soon.

Our hopes were not realized, as at 5 P.M. the wind  
had completely flattened out & remained calm  
till 9 P.M. when a 4-knot breeze came up from the  
N. E. which increased later to 6 or 7 knots. There is a  
fine moon & a smooth sea, we went down to bed.  
At 9-30 P.M. I turned in for bed.

May 3<sup>rd</sup>

Friday

135 miles  
Lat 24  
Long 12  
Observations

Turned out at 7 Am & found a beautiful breeze  
bright sun & smooth sea, which is very surpris-  
ing to all hands who have been here at this time  
of the year, before. It would be a perfect day  
for a yacht race. The good sight of the Sun was  
obtained at 9 am & 12 m. On Feb. 35-51 N. 36 m. 3-38 E.  
This brings us south of the Cape & 15 degrees west of it.  
We hoped to be off the Cape by Sunday, just 50 days  
out, but the light winds have knocked us out.

When a shark came out the Capt. told us he would  
give us some dolphins & porpoises for one meal, but  
so far, he has been the only one who has had them,  
as Mr. Brewster himself frequently reminds <sup>him</sup> that he is  
eating one or the other, & says it is rather small not to give  
us any. The wind increased after noon to about 8  
knots, up to 6 o'clock, afterwards to as high as 12 at  
times & continued from 10 to 12 up to midnight.  
At 10-30 turned in fore headst.

May 4<sup>th</sup>

Saturday

241 miles  
Lat 24  
Long 12  
Observations

Up at 6 Am. & went on deck to find a good stiff  
breeze which had remained with us all night, we are  
wearing down the distance to the Cape fast.  
Something on her & drawing like a good drag horse.  
The Capt. says the ladies of Java have a line  
attached to us & are hauling at the stern.



May 2<sup>nd</sup>

Saturday (continued)

Took the two observations & found me 2 degrees down  
 5 degrees of Long. & a degree of Lat. We are going so fast  
 that we are beating old time out of sight, old Brunswick  
 isn't in it with us, as we see the new gent's a while  
 before him in the AM. At 2-30 the wind came on  
 so strong, that we closed up the two chysails: jib &  
 sail, thinking we had better do it, before it was done  
 for us. At 4 o'clock all three royals came in at  
 once, both watches being on deck. I was sit-  
 ting on the weather bit aft watching the pro-  
 cess, when a sea struck her on the counter  
 & gave me a good soaking, but an old  
 salt does not mind a little water if not in-  
 ternally applied. (17) Then the mizzen top-  
 sail was closed up & at 11 the fore, by this  
 time it was flying up in good shape with a  
 good sea, both being behind us. At 11 PM I  
 turned in fore headed.

May 3<sup>rd</sup>

Sunday

I remained under cover till 7-10 AM. was found  
 out at 11 when Steward called me. The wind had  
 become moderated a considerable & changed from N.E.  
 to N.W. I found everything on her but the  
 staysail & they were soon set. Got a sight of an  
 Of 10-12 some saw a bird in the air.

May 5<sup>th</sup>

Sunday (continued)

up behind us, & in order to show proper respect to their highnesses, we dipped all our canvas, down to the fore & main top-sails & mizzen top-sail, & included spanker & cross-jack. It turned out to be mostly water, with but little wind, so the canvas went up again very shortly. We were unable to get the gun at noon, so our run is figured by dead reckoning. The rain has cheated us out of the most of our wind, so we are not going much over 4 knots. At 5 P.M. it increased to about 6 knots, & so remained through the evening, which was a fine one. Having a clear sky & bright moon. At 10 P.M. turned in & are loaded.

May 6<sup>th</sup>

Monday

156 miles Up at 6-30 A.M. & found the wind had shifted just 24 from the N.E. to S.W. & as our course is S.E. it is now by fair. It was clear & a bit frosty breeze, which shortly after increased to 7 1/2 to 8. Took sun at 9 & 12 noon which found us in Lat. 37-34 S., Long. 10-36 E. If we hold the present wind we will be east of the cape tomorrow noon. The S.W. wind here corresponds to our S.W. in Boston, it is the cold quarter. The difference from yesterday is quite marked. In the evening we had a light moon & a good



May 6th

Monday (continued)

10 knot breeze which we enjoyed on deck, but not in our chairs. I had my oilstove placed the quarter-deck to keep my feet warm. Turned in at 10 PM. Fare Leaded.

May 7th

Tuesday

Out at 6-30 AM. Found the breeze had been with us all night. It was a clear morning so the sun was taken at 9 AM at mt. C. 6 30-1/2 S. Long 19-50 E. Shows that we are east of the cables. There was a good downy hope to keep it up.

The Capt. & two of the boys are very busy sandpapering, oiling & varnishing all the hard wood in the cabin & the Steward is washing up the paint work, getting ready for repainting. The vice is in full shape when all is done. Albatrosses are more numerous today than any previous time. I should say there was at least a dozen flying round the ship.

We held the wind up to 9 PM. when it hauled back so our sails wouldn't all draw. At 10 PM. turned in.

May 8th

Wednesday

Turned out at 6 AM. Saw the sun rise. He is doing a considerable sleeping now. Says he is tired at about 5 PM. not getting up till 9 PM. AM. He carried a good strong breeze & was

May 8<sup>th</sup>

Wednesday (continued)

but too far aft to make a good aim suspecting of  
Alt. m. Lat.  $37^{\circ} 59'$  S. Long.  $24^{\circ}$  E. This P.M. the  
wind has hauled so much a head, that the Capt  
has decided to put her on the other tack at 4  
o'clock when both watches are on deck, as now we  
can't make better than N.E. & we don't care to  
make any more nothing till we get farther  
to the eastward. This will be the first time  
we have tacked ship since leaving, we were  
round once in a very light wind, as she would not  
have gone any other way. When it blew again  
the Capt decided we would not do as well on the  
other tack, so kept the course till midnight.  
At 10 P.M. turned in being a full moon.

May 9<sup>th</sup>

Thursday

14 miles Up at 6-30 found it raining which had dead-  
ened the wind, but only for a short time, for at 7 a  
heavy rain & knot breeze sprang up from the S.E. & N.  
which was right on our quarter when we were on  
our course S.E. Between 9 & 10 it cleared so we  
could get an observation; another at 12 M. from  
then on our way was figured. It was farther north  
than we want to be so the Capt just gave her  
course S.E.  $1/2$  E. & adorning for variation. It gives  
our true course S.E. This is a bright & warm



May 9th

Thursday (Continued)

day, which all say is quite rare so near the equator. In the middle watch last night a whale was seen very close to the ship, this is the third one which has been seen & I haven't seen either. I tell them on board that whales fear a boatman & therefore will not appear when I am on deck. The wind continued light till 4 P.M. when it hauled dead aft but increased in force to 7 to 8 knots. At this time the following sails were stowed, as they were doing no good, the jibs, royal & gaffent staysails & spanker. He continued under the balance of sail till 8 P.M. with an increasing wind; at this time the cross-jack was clued up & stowed, in order to give the mainsail a better chance to draw. The sun was bright, with many small scattering clouds; but a very marked circle was round the moon which means fair weather down here. Landed in at 10-31 P.M.

May 10th

Friday

00 miles  
at 20  
hours by  
navigation

At 5 A.M. was wakened up by the shout of the 3d mate on deck. I jumped out of my berth, put on slippers & took robe & went to the window of the forward cabin & found things were pretty lively. A squall had come up behind us & they were short.

May 10<sup>th</sup>

Friday (continued)

ring sail. The fore main skysail & mizen royal  
all over the first to clew up & down, then came the  
fore main royals & mizen & gallant, next the  
main sail, then the fore & gallant. After all  
the above were furled, she remained under the  
following sail through the balance of the night:  
four topmast staysail, four sail & the two top sails;  
on the main, two top sails & two & gallant; on the  
mizen, two top sails; & she was put in a good  
in great shape. I watched for about an hour & a  
half, when Steward brought me a cup of coffee & I  
then turned in again, but I was so wide awake  
with the excitement I didn't get to sleep, so  
got up again at 6 & dressed. Then the Sun got  
up & showed up the squalls but the good strong  
breeze remained. The fore & gallant, fore & main  
royals & mizen & gallant & main top, & afterwards  
the mizen royal, but the latter didn't stay up  
long as the sheet was blown out of it, so they  
had to clew it up. We have this sail on at  
8-30 P.M. & are making fast time. Now there  
a few tons of salt water come on line in  
various places, & the scraping of paint on  
deck, the sheave ramming of hard work in  
the cabin & so on & so forth.



May 10<sup>th</sup>

Friday (continued)

We were able to get good sights at 9 1/2 m. 980  
our sun was figured, which is fair considering  
our light wind for 4 or 5 hours yesterday P.M.

During the evening the wind became lighter  
one sail was put on her. Turned in at 9:45 P.M.

May 11<sup>th</sup>

Saturday

5 miles  
at 2:45  
one by  
bureau

Up at 6:45 AM found a 6 knot breeze from dead  
ast. & a sea running that would open the eyes of  
most anyone, which causes her to roll fearfully.  
But as to hold on to anything he can get hold  
of to keep from being thrown about, the water  
comes over either side when she goes over.

A good sized sea came over the quarter deck  
this forenoon & a considerable water went down  
the cabin gangway. I just escaped by jumping  
on to the rail & grabbing hold of the top of the  
wheel house. In the P.M. the wind headed more  
to the north & increased, so now we are off again  
at a good pace. The Indian Ocean seems  
to be a great place for changes. Eight knots  
out tonight. Log 37, 38 P. Log 38-44 B.

The change a wind has brought has rain, which  
will undoubtedly be properly taken care of.  
Every sail is out & she is going like a shot.  
Rain came on at 4:30 & continued till

May 11<sup>th</sup>

Saturday (continued)

midnight. It knocked the sea down but the wind continued strong. Turned in at 10-30 pm.

May 12<sup>th</sup>

Sunday

230 miles At 4 AM, hearing the mate give the order to  
fasten stand by the ship's sails & rigging, I turned out  
hurry to see the sea, but it showed nothing but a  
black rain cloud, so nothing was cleared up.  
It doesn't do to treat these clouds slightly  
as many times they mean business.  
I went back to bed and slept till 7 o'clock.  
About 9 the clouds cleared & the sight was  
taken, another at 11. Bat. 38-18 S. Long 38-19 N.  
giving us a good run. Since noon up to 4 P.M.  
we have made 11 knots an hour & hope I shall  
hold on at this rate or better; it held till 6 pm  
then began to lighten, at 12 midnight it was not  
over 4 knots. At 10-30 pm I turned in.

May 13<sup>th</sup>

Monday

123 miles At 2 AM got up & looked on deck; found  
the had scarcely started, was making a  
sideways. Then turned in and slept till 6 AM.  
I learned that the wind shifted from S.W.  
to N.E. at 4 AM. I was glad to a good berth  
by 10 AM. it being just a fair S.W. we  
took advantage of it. At 9 AM the light S.W.



May 13<sup>th</sup>

Monday (continued)

was taken, we made a much better run than anyone supposed, considering the calm period. At 2.30 PM A squall came up behind us with considerable wind in it, so the 1st topsail, staysails, skysails, & royals, mizzen & gallant & cross-jack came in as quickly as possible. It only lasted an hour, then cleared, but was generous enough to leave us its wind, so we are now at 4 PM going a good 11 knots per hour with clear sky. Later the wind backed up so all sail was again furled on her & she was going at times around at 12 knots, but the Capt never let up on her. At 10.30 I turned in.

May 14<sup>th</sup>

Tuesday

55 miles  
at 24  
hours by  
dilatation

Got up at 7 AM. Found the wind in same position as last night, but it had so inore and during the middle watch that the skysails, royals & mizzen & gallant were taken in & she was travelling at a good speed with the remaining sail, but at 11 it began to really blow in earnest, in came the cross-jack, mizzen & all, & we maintained gallant, & all the upper topsails, leaving only the lower topsails, & fore-topsail & main-sail. It is now about

May 11<sup>th</sup>

Tuesday (continued)

under this short sail, so one can judge it is  
blowing home. We were fortunate in getting the  
two sights in the A.M. which shows the best  
run of the voyage so far. There is a big sea run-  
ning & I am writing under difficulties. We are  
making good on our journey, only 5 days out tonight,  
& in Lat 38 N. Long. 48 E. This is not a bad  
showing by any means. Between 3 & 4 P.M. the  
wind was just howling & a thunder squall & shower  
added to the beauty of the occasion. This was re-  
ceived with pleasure, as it was an indication it  
would clear the atmosphere, which proved true,  
as at 5 o'clock the clouds began to break, & at 6 the  
upper topsails & fore sail went out & at 10 the fore-  
t'gallant, this she carried till 12 P.M. There was  
some water on the decks which the sea took & made  
part in supplying. At 11-30 I turned in.

May 12<sup>th</sup>

Wednesday

Up at 4 A.M. Found all sailors. It had been fairly  
fast so far on in the middle watch the balance in the  
forenoon watch. It was a fine bright morning,  
with a fairly strong breeze (about 10 knots), but what had  
become of the sea we were at a loss to know.  
The two sights were taken & were figured, which  
was a good one considering the time she was in.



24 1842

## Wednesday (continued)

such short sail. It has been fine all day & the prospects are good for the night & the present time of day. She is running off 12 knots sail. Went on deck after writing the above & found a cloudless sky & bright stars, but the wind had become so that the Capt thought best to have the light sail taken in, so the fit top sail, a royal & gallant & top sail, were run down. By the time they were stowed it came on stronger & the fore main & main & upper royal were all up & stowed; still stronger it came, so the fore main & royal & upper & gallant came in; but with the above reduction we continued to keep up with the increasing wind; the fore main & gallant, upper & upper top sail & lower & lower top sail; then the fore main & upper top sail & outer fit came; by this time it was lifting on again & the hardest struggle of the night, for it was 12 o'clock by this time. Same, it was to get the main sail down & stowed, it was no small job, it required both watches, the main watch having been called at 10 P.M. We were ahead of the time for them to appear, & required their continued efforts to complete the job in three quarters of an hour. This the fore sail & main & it were hoisted up, so all that was to be done there is over & done.

May 10<sup>th</sup>

Wednesday (continued)

Forty-mast staysail. It took from 9-12 M. to 1-2 P.M. of the 10<sup>th</sup> to accomplish the above & get all coiled down & straightened out. I think I never saw it blow harder, & coming from a cloudless sky object, it was a surprise to all. The clouds came later & deluged us. I turned in, after taking a whiff at the pile about 8 A.M.

May 11<sup>th</sup>

Thursday

at 10 miles off shore. I didn't sleep any more as the darkness & howling of the wind & the rolling of the ship kept me from sleeping. The tide about 5 o'clock. When I got up the dead men in the hold gone down a considerable, but it rained. Didn't look ashore promising some additional sail was lost on the 10<sup>th</sup> about 10 M. when it showed signs of lifting on a change of wind to N. by E. the gale having come from the north.

No sight could be obtained as there was no sun, so my view is estimated. I think I never saw a sailing vessel go through the water so fast as this one did at 11 o'clock last night. She is a noble ship, which she proved to all hands; as we were on board but the crew of her was never in the eyes, she was only known by reputation. The men from her being put on board sail since 3 P.M. & in the evening the



May 16<sup>th</sup>~~Thursday~~

are now setting the rods, which I think will be all before daylight tomorrow. During the run in we had a fair 6 1/2 knot breeze. At 10-30 turned in feeling sleepy from being up so much the previous night. This is the 100<sup>th</sup> Anniversary of my leaving my home for a residence in Boston.

May 17<sup>th</sup>

Friday

10 miles. Turned out at 7 A.M. It looked rather dim at 24 hours for getting sight as it was very cloudy. Run by Tubby & the clouds began to clear away. At 9-30 a sight was obtained, another at 10. These showed our run a fair one considering the wind. The wind was variable during the whole day, changing from the west to east at 1 then back again, which kept the men busy bracing most of the time.

This ocean is a great place for a continuous swell, the minute the wind drops off you begin to roll & pitch about, so it is hard on the ground. Turned in at 10-30 P.M.

May 18<sup>th</sup>

Saturday

Up at 7 A.M. & found wind from N.W. & a very good strength, about 7 knots. It was cloudy but no rain. Took steam time at 9-30. The wind

May 18<sup>th</sup>

Saturday (continued)

100 miles The run a light one, which was expected as  
fast as we had wind dead at a considerable of the time,  
hours by 4 not very strong at the time. We are nine weeks out,  
duration or 60 days, at 3 A.M. tomorrow. Our Lat. 37° 26', Long.  
62° 26' E. at noon today. Since in the wind has got  
stronger, say about 9 to 9 1/2 knots, but the sky looks  
rather uncertain, as we don't feel sure of being able to  
carry our sail very long, as the wind is from same  
quarter that our current came from on the 15<sup>th</sup> inst.  
Return 3:20 4:5 P.M. or thereabouts the clouds disappeared  
entirely & every thing looks like a fine night & a  
good run, as we are moving at a 10 knot rate.  
I figured up our daily run to date today, & found  
we had made since the 1<sup>st</sup> of May 3243 miles or  
an average of 18 1/4 miles per day. Turned in at 10 P.M.

May 19<sup>th</sup>

Sunday

100 miles Awoke up at 6:00 A.M. & laid in my berth 10 minutes  
listening to the falling rain, which to me is an  
at sound under the existing conditions. Got up  
at 7:00 & looked out. Found our buoy a long  
up one that I saw at all night. It was cloudy  
but the clouds were considerable enough to  
be at 9:30 & 12 miles enough for us to  
get the lights. our run was then figured which  
was a very good one. It was raining at night.



Aug 19<sup>th</sup>

Sunday (continued)

rained all day. This P.M. I was looking out of the forward cabin door during a hard shower & watching the steward catching water for washing. He was bare footed, there being about 3 inches of water on deck supplied by the rain & seas coming over the rails; suddenly his feet slipped from under <sup>him</sup> & he fell down very gracefully; of course no one was impolite enough to laugh, but I think I heard the second mate ask him, if the fact that got over the forecast was not? The sun at 3 P.M. clouds have broken & a few stars are visible. We hope for a pleasant day & good wind tomorrow. The wind since noon has been much lighter than this A.M. Turned in at 9-30 P.M.

Aug 20<sup>th</sup>  
10 miles  
at 22  
not by  
unbark-  
ing.

Monday

Up at 7 A.M. found it cloudy & raining, having seen so the most of the night, this weather continued through the day, with a bit of mist & haze. He was unable to get our observations, so have to figure our run by dead reckoning. The not so cloudy weather may depress & make all hands feel gloomy, I hope a change will soon come. Estimated Lat. 57-30 N. Long. 71-10 E.

The weather continued so by the end of the evening. Estimated Lat. 57-30 N. Long. 71-10 E.

May 21<sup>st</sup>

Thursday

17 miles  
lost 24  
hours by  
operation

Got up at 7 Am. After breakfast went on deck  
found no change in weather, nothing at all  
by 11 AM, from 11 AM, all through the day, up to  
8 PM, there has been a succession of squalls, some  
with considerable rain & a slight increase of wind  
& some with a decided increase of wind & light  
rain; so it has kept us in constant anxiety, not know-  
ing which it was going to be, when we saw it com-  
ing, we took in the light sails early & remained  
continually in readiness. It broke at 9 & 12 M. but  
long enough for us to get some good sights.  
Alt. of sun is 25-34 E. Long. 74-56-30 E. mercur  
was a good one, considering the wind.

Since we have had all the wind we wanted,  
& should it keep up till tomorrow, we will stand  
a light close run; at times we are making 11 1/2 to 12  
knots. The figure that at 15 km. we shall be in the  
E. position of St Paul & Amsterdam Is., but  
about a degree & a half north. We congratulate  
ourselves that the squalls have all come up  
behind us & we have kept before them in good  
shape, but it requires good care at the wheel.  
Nothing would go. Turned in at 10-30.

May 22<sup>nd</sup>

Friday

We are now in the...



May 22<sup>d</sup>

Haines Bay (continued)

27 miles watch, the wind had shifted to S. W. with fair strength (about 8-10 kts) with prospects of clearing sky. By 9-30 it had cleared enough to get a light & clear at 12 m. Then showed on our in Lat 35-38 S. & Long. 79-25 E. & gave us a good run. After m. the wind began to increase somewhat, that at 1 P.M. they began to shorten sails by 2-30 we were down to three lower topsails. For sail for most staysail! The wind was just howling, & salt water could be seen flying on deck in quantities to suit the most greedy. The small watch was called from below to assist in taking in sail, the wind came up so quickly. It didn't take long in this neighborhood to pick up quite a dust. Ah 8 P.M. it is still howling very hard, & I am writing under difficulties.

At 9-30 I turned in, but not for a long time, for at this time the wind began to lighten up but was like the sea, for it tossed us about like a feather. At about 10-30 a big one came over the side near the window & lay down & rolled off it was like a big fish. It was like a shark, the water fount like a cross-section, & over our heads. I was not long in getting out then we were in the lower bay. That winter came on & we

May 22<sup>d</sup>

Wednesday (continued)

The main topmast staysail & main upper top-sail were set; then drove her ahead faster than her studding, so there was no more trouble, but being wet & wearing a cold night-fellow, I put on a nightcap & retired at 12 P.M.

May 23<sup>d</sup>

Thursday

191 miles Up at 7 A.M. & found the 2<sup>d</sup> mate had devoted the most of his A.M. watch to putting on sail, & by 7 & at 8 she was full flying; at this hour, the observation mate's watch took his place, the wind coming up with the sun, accompanied by numerous squalls, caused the mate to devote his four hours to doing up what the 2<sup>d</sup> mate undid. We were able to get our observations & found our Lat. 36-10 S. Long. 83.37 E. & our run a good one considering how much we had to shorten sail. This P.M. had been a repetition of yesterday, P.M. & squalls of wind, rain, with the addition of hail since 6 P.M. & the seas are not neglecting us either. I should have mentioned yesterday that the sea which caused my inconvenience came on, & was taking Bird with away with it. He being on deck at the time I came over, the 2<sup>d</sup> mate caught him by the arm & threw him off it & had some of the deck.



May 26<sup>th</sup>

Thursday (continued)

the 2<sup>d</sup> mate, being in the wheel house, taking  
through anchored miredon with him, saw the  
sea come on board & grabbed him through the  
windy night as a close call for Snuffy, for he would  
hardly <sup>have</sup> been carried over the rail, & no force on  
earth could have saved him with a sea.

While writing I hear the wind whistling through  
rigging & I fear we will have a distressing night, as  
there are lightning clouds all around us & the bar-  
ometer is very low, but we are making along very  
well under the short sail, 1/2 fore sail, fore-  
sail, & 1/2 topmast stay sail. At 10 PM the  
top sail was hoisted, so we can make for main land  
to sail, fore sail & stay sail the balance of the  
night turned in at 10 PM.

May 27<sup>th</sup>

30 miles

at 24

run 4

hours

wing

Friday

Up at 7 AM. The night was a very bad one,  
having a very strong steady breeze accompanied  
with very heavy squalls, which were frequent in  
the night. I was awake two or three times during  
the night & heard the howling of the wind, & saw  
the lightning very clearly at times. At 8 AM it came  
on board with the fore sail not closed & the 1/2 sail, the  
bottom with the two close reefed top sails & stayed  
at 10 AM another squall came up & the 1/2 sail

May 24<sup>th</sup>

Friday (continued)

it would take the canvas out of the booms.  
The wind blew the tops of the seas right over  
the ship, clear of the lee rail. We took the  
observation, but could get none at m. so chose  
no res. Our run was figured by dead reckoning.  
We had a number of squalls through the day.  
But at 3.30 P.M. it quieted down some & seemed  
to look better, so the mate ordered the main top  
mast & lay sail set, thinking it would steady  
her down some, but it was not up over five  
minutes when a good strong puff parted the  
sheet & the way that sail went over the side  
in pieces was a surprise party to me.  
Since 4 P.M. the wind has increased to its  
former strength, but seems to blow squally.  
So at 8.30 P.M. we are running before it  
under very short sail & are making 8 or 10 knots  
at that. This was of short duration though,  
for at 9.00 the wind commenced increasing.  
Squalls succeeded squalls all through the  
night, kicking up a sea that one could not  
withstand, & causing the ship to roll in a fearful  
manner. The last came over every part of the  
one carrying away the foretop of the cockpit,  
which is a part of the lower cabin, and the



May 24<sup>th</sup>

Friday Continued

Came over the after cabin & quarter deck in a solid lump (not spray) & when it struck it was known to all & us; it came over the Starboard side light, which is on a derrick that is at least five feet above the rail of the quarter deck, & of course put it out. This state of things lasted all night; we had put off having to be long & had no more obliged to run on, as it would be too risky to make the attempt. Of course she comes out of the question. One can form some idea of the strength of the wind, when four main close reefed topsails carry a two thousand ton ship through the water at a ten knot rate & she heeled over to a most fearful draught. I turned in & out all night, so will mention no further details.

St. Petersburg

May 26

## Saturday (Continued)

We were driven under all sail. At 1 P.M. it looked like better weather but the fore sail was double reefed & put on, then the jib & lower mizzen top-sail, at 5 P.M. the upper main top sail & then the upper fore top sail, which is what we are under at the present time 5-8 P.M. There is a strong breeze now but the Capt thinks the gale & squalls are over & he is bound to push her on all there is in her, & she has plenty of good stuff. Later the wind became lighter & the light came to see her. We are never more out tonight, but allowing for difference in time, not till tomorrow AM at earliest. I turned in at 10 P.M. & slept soundly all night.

May 27

## Sunday

165 miles

fast 24

run by

observation

Up at 7 Am & found all sail on her, from sky sails down, the wind having moderated so we could carry it with ease; it was cloudy so we got no clear sight, but got one <sup>st</sup> on 7-2-20 N. Lat 32-3 S. Long. 98-38 E. It seems now to have the cabin down and wind down again, so we can get fresh air, for everything has been closed & tight for 48 hours. Boreas while the cabin down was about for a few minutes but someone had <sup>to</sup> be there & that way as it would take 10 to 15 minutes to a minute.



May 26<sup>th</sup>

Sunday (continued)

I was amused this morn, watching the sailors trying to catch Cape pigeons with a hook line with salt pork for bait, they had as many as twenty line or thirty after the bait at once & it was fun to see them fight each other away, that they didn't take hold hard enough to be hooked.

They are very handsome & I was sorry they didn't  
succeed, as I would like to have seen one on board.  
We are having a light breeze today & I hope we  
shall make a good run the rest of the hour.

The wind continued light up to 12 noon, but it didn't remain up after 10 AM.

1000

May 24<sup>th</sup>

Monday (continued)

They fastook of, after which they all gathered together & started south for the cooler climate which they are accustomed to, they are seldom seen north of our latitude of today. We have had a slight letter breeze from N. up to 6-8 P.M. than yesterday, & since then it has increased to a good 7/8 to 9 knot rate (3-8 P.M.). Arrived in at 11 P.M.

May 25<sup>th</sup>

Tuesday

140 miles

Left 24

Ground by

observation

At 7 am. I found a fine day with good breeze but too much aft. for us to get the full benefit of, as our lead coils wouldn't draw. The two lights were obtained & found us in Lat. 30-14 S. & Long. 98-23 E. Our course was changed at mid. to N.E. by S. & S. Current was a bore for the strength of the wind, but only the Mizzen sail were doing us much good.

The carpenter has been making a couple of drawers under my bath, which he finished today, & I find them very handy, not having to go down into my trunk over time I want anything.

The new moon has shown himself last night & tonight, which makes it pleasant to be on deck in the evening. At 9-30 am. the wind backed out more to the Eastward, which gave the sails on the fore & main a chance to get in this work, 63



May 25<sup>th</sup>

Tuesday (Continued)

which they did with good results, for when I turned in at 10:00 she was off at a 10 knot pace.

May 26<sup>th</sup>

Wednesday

22 miles  
at 24  
miles by  
anatom.

Up at 7 am. Found the wind had remained without change through the night, varying from 8 to 10 knots in strength. The sun was taken at 9:00 & 12:00 which places us in Lat. 38-38. Long. 100-42 E. Our run would have been better if we had got the chance earlier yesterday, but it has been with us from 12 m. the time our day began, up to the present, 8-30 P.M. We are getting along toward Java Head now, and with continued good luck, ten days more will carry us to Angkor Point, which will be a quick passage. Tomorrow we at 5-30 will make our last day out, but we fear little winds when we get farther north. The boat is still at work cleaning, painting, & fixing up the cabins generally; by the time he is through we will have very fine; the outside is not being lighted, as the men are daily at work scraping off old paint, getting ready for a fresh supply.

Turned in at 10 P.M. Thursday.

May 27<sup>th</sup>

Up at 7 am. Found we had a splendid run overnight. The observations were taken at the usual hour which places us in Lat. 35-12 E.

May 30<sup>th</sup>

Thursday (continued)

207 miles Long 102-33 S. & it gave us an elegant run.  
The weather is getting warmer as we get north.  
Even by this statement would seem rather strange if  
made in Boston. Since we have carried  
our elegant barge with us to the present time  
of 7 AM. it is undoubtedly the S. E. Trade.  
My room has been painted & furnished & drawers  
arranged today, so tonight my bed is made  
up on the sofa in the cabin, where I have  
travelt in on two former occasions for another  
reason. Turned in at 10-30 PM.

May 31<sup>st</sup>

Friday

212 miles 2 1/2 at 7 AM. Found our wind during the  
last 24 hours.  
Packed up the 1<sup>st</sup> the two speysails, & three cryals  
then we were fished & under the remaining sail  
we were doing splendidly; under that we  
continued till 10 AM. The cryals were again  
lowered & set. During the AM. at 11 we  
made our estimate on the crew, which were  
as follows: Capt. 218, Mate 210, Mr. Connel 220  
Stanhurst 216. The margins showed the crew  
Phew was taken Am 4 AM showing our Lat. to  
be 21-44 S. Long 103-40 E. The wind still holds  
on 100 PM. The forecasts are favorable for a good run  
through the night at the present time 9 AM on



ay 3<sup>rd</sup>

### Friday continued

must be doing 10 knots. If it continues like the  
last three days, we will make the passage in 30 days  
sure. for at this we were only 900 miles off Boston at  
10-30 P.M.

### Saturday

Up at 6-30 A.M. The Capt. Tom Smith's task not  
allowing one to sleep longer. Our friendly breeze  
stuck to us all night, but during the forenoon  
quieted down some. It was clear & warm. &  
there was no trouble in getting the sun.

Our boat 10-44 B. Long 10-45 B. Show a good sun.  
He is again where the Am. salt water bath is  
to bathe with comfort & tomorrow they begin.  
He are eleven weeks out tonight at 6-30. &  
not 77 days till tomorrow morning at about  
same time. Being 12 hours ahead of N.Y. time.  
Since then the wind has continued to favor us  
at 6 to 7 knots strength, which is doing  
the gap between us & Java very fast. At  
6 P.M. had our sight boat boys which lasted all  
night. Sat on deck in chair enjoying the moon  
till 11 P.M. when I turned in.

### Sunday.

Woke up at 6-30 A.M. so to have time for bath  
& breakfast, which I then enjoyed.





une 3d

# Monday (continued).

We are shaping our course, since Mr. due W. expecting to sight Christmas Island by tomorrow before sunset, if we have a fair chance, as it is 145 miles north of us. If we make it, it will be the first land seen since our departure. The Capt & two others of the men have been painting the ceilings of the two cabins today, the second coat, & my thing is now finished & looking as fine as possible.

We have laid aside our thick clothing for some time, & find we can easily get along without coats & vests. About 7 P.M. a fresh breeze came up which carried us along at an 8/10 to 9/10 knot speed, this lasted till 12 P.M. the time I turned in. Having had up to enjoy the beautiful night on deck.

une 4th

## Tuesday

20 miles  
at 20  
now by  
London

Up at 6-30 Am, & found the good min at 10  
stayed with us the balance of the night  
Felt like the best of us, afterwards enjoyed  
the social life of once about 8 pipe on deck.

At 10 Am. took the glass & 1200 ft up on the  
forecastle to sight Christmas Island, & re-  
mained there an hour with the hot sun beating  
down on me, without success, then I returned

June 2<sup>nd</sup>

Tuesday (Continued)

to the monaquish shade of the spunter  
on the quarter-deck. The sun was taken  
at 9 am  $7\frac{1}{2}$  m. which gave us Lat 10-42 N.  
Long. 105-15 E. & a good run just as the  
m. sight was taken, the Capt. took his glasses  
on deck & sighted the Island, which at 8.45 N.  
12 E. about 14 miles distant; had it been a good  
clear atmosphere I would have seen it at  
closer. He hauled up a pump & a half at close  
as the wind would permit, in order to get as  
near as possible, to test our chronometer & take  
a departure. It is a large island, should say  
twenty five miles long, bearing N. 70° E. 7 miles  
one the impression of being two, as there are  
high hills on both ends & the land joining  
there is so low it can't be seen from our  
distance. I am told it is uninhabited, except  
by snakes & possibly other wild animals, such  
as big tigers &c. At 2 P.M. it bore S. by E. 12 miles.  
This once we could get at this time the  
patient log was put on. At the present  
time 3 P.M. it could be well 10 miles or we  
are going on 2 P.M. at 10 P.M. the wind is  
to 11 P.M. when I turned in.



June 1<sup>st</sup>

Tuesday

8 miles Up at 6:30 A.M. the wind held on well through  
 the night, but in the morning watch 4 to 5 p.m.  
 the small came up with plenty of rain, which was  
 taken care of by the men, as they felt no need  
 of anything else, then was some wind and which  
 necessitated running off 4 points from our  
 course; afterwards it let us in a calm, but  
 only for a short time, for a breeze followed from  
 the former quarter but not quite so strong.

At 9:12 M. the sun was shown, which gave  
 us 21.7 up to 10.5-31 B. 4 showed a good  
 sun. The course was shaped W. by N. for Kapa  
 Island at which we were abreast at 6:00 P.M. with  
 Jan Head Island in sight being W. by N. 22 miles.  
 Then we were well up with at 9:00. We being about  
 about six miles, with 1st Point Light in sight  
 at 10 P.M. it being moonlight, we sighted the  
 Island which is the northern boundary of the  
 Channel, of the same name, just making the  
 Southern. At 11 P.M. the boat 7 2<sup>nd</sup> mate returning  
 over the shore, & deliberating about going through  
 the Channel as it will be the only way  
 the wind being light found to be the only danger  
 took us then to get a strong sea, and at 7  
 miles the boat and shore were sighted.

92 miles

92 miles The boat decided to go around the island  
from 12m. as the wind was so light. It's now just 50 days  
to 9 P.M. 750 hours to pass Head Loring E. 6 miles.  
This is a very quick passage up to the pres-  
ent time. Have not touched ship once. I  
turned in at 12 P.M.





June 7<sup>th</sup>

Friday

Up at 6.30 AM. The bath & breakfast were not forgotten. The sun was taken AM. TM which found us in Lat. 6-19 S. Long. 100-23 E.  
The Capt did this as he was sick & tired of taking cross bearings. He and all sick & tired of their straits, as we have had nothing but calm & squalls since we entered it, & when one considers that the tide is 22 hours out of the 24, dead against you, & 2 to 3 miles an hour at that. During the evening we suffered the same trouble & came near being carried on to the rocks on Prince's Island, as we had so little control of the ship, we finally were forced as it would have been out of the question to tack. I turned in at 11.30 but got up again at 3.30 during a squall which sprang her fore & aft mast yards, but the Capt. is glad it happened here as it proved to be a very old & poor stick. It was patched up & with some sails that were in some other use. We are tomorrow again observing the 8<sup>th</sup>.

Saturday

June 8<sup>th</sup> Up again at 6.30 & found ourselves in Lat. 6-19 S. Long. 100-23 E. off Prince's Island. Up to 11 AM we were again in the same straits. The only one of the crew who came on this forenoon & left as it found



June 8<sup>th</sup>

4.

Saturday (Continued)

us without wind, so we have ranged around  
all day to no purpose. We have been since 9 AM  
June 8<sup>th</sup> trying to make 60 miles. Can any-  
one be surprised at the disgust felt by the  
boat who is anxious to make a quick passage  
to Spots today the ship Boat Boat Boat Boat  
was 90 days from Boat Boat Boat Boat  
After all, in fact we have compared  
4 more, as we are coming in contact with  
them when the Boat Boat Boat Boat  
to see. At about 7 AM the wind came in  
to 10 knots, so we could sail away from us, so  
a few hours we went along fairly, but at  
night it came on to rain, so we  
were obliged to shorten sail. The rain was  
so heavy. They said that the darkness, but  
the red one can be seen a whole lot more.  
Dined in at 12 PM

June 9<sup>th</sup>

Sunday

Up at 6:30 AM. Took the first fresh water bath  
since leaving, as we had plenty of rain water.  
It was thick & rainy as usual, so we went along  
under very light sail & almost home to at that  
about 10 AM the wind lifted so we could see that  
the island & the ship from 10 AM to 10 PM on sail.

June 7<sup>th</sup>

## Sunday (continued)

& dropt anchor for the light house, which we  
reached at just 6 o'clock & dropt anchor.  
This made us just 8 1/2 days & 12 hours from  
New York. We were 9 days & 21 hours coming up  
the strait, a distance of only 60 miles from Long  
Island. As soon as the sails were tied up, we had  
lunch in for the night, not to be disturbed  
till morning, they improved the opportunity  
for they were well tired out. This surprising hour  
quickly the mail boat rounded us, she was  
here before we dropt anchor. There were  
others hatched on at some time, what are  
called kumboats, they belong to the natives  
who bring for sale such as fruit, monkeys,  
birds & something belonging to the country.  
Turned in at 10-00 P.M.

June 18<sup>th</sup>

## Monday

We at 6 A.M. & found a bright & pleasant  
morning. After 8 o'clock breakfast the boat was  
loosed away & at 9 o'clock we started for the  
shore, light in front of us. We landed on  
the shore, there being no pier or wharf; we then  
could direct to the light house, which has  
the appearance of a fort, as it is surrounded  
by high stone walls & has large guns in



Monday 10th 1841

gates for the entrance to the grounds, which  
are laid out very handsomely; plants of all  
kinds adapted to the climate were on each  
side of the gates, a fine glass green house  
&c. one would not imagine it the home of a  
light house keeper, but that of a wealthy man  
or some other noted person, the house itself  
was stone with deeply sheltered rooms in  
front which is entirely due to the ground.  
It is a beautiful place & I would in my time  
have myself with a good income.

I went from here to the lower town which was  
situated among few houses after the style of the  
country. There lived a man named Little who was  
to be the strong pin of the place. He was a  
planter & general agent of all the world: he was  
all round arriving, sailing, & passing, by telegraph.  
From here we took a walk of about three miles up  
old Ayer, this is the largest settlement of the town,  
& I was surprised at the general neatness of the  
dwellings, for the inhabitants don't have their  
appearances. Our walk was a hot one, but it  
paid for going. The Capt. who has been here before  
the eruptions, says he would never have it was  
the same locality, as the whole ship was in the

June 10<sup>th</sup>

Monday (continued)

Sand stuff has changed some. After looking around above wanted to know myself hired a pair of horses to take us back. Capt Dudley & the Capt of an English ship taking another pair, the price paid for each team was forty cents, but one full like being paid for his cruelty in allowing such small animals to carry him. He got back safely however & at once went out to ship, well pleased with the day. Turned in at 10-30 & slept well.

June 11<sup>th</sup>

Tuesday

Up at 6 AM. On the beach I changed in some shirt before breakfast. It was pleasant but very warm. I remained on board during the forenoon. After dinner the Capt. Wm. Barrett went on shore again. I saw some moist looking clouds hanging round, so decided to stay on board, & as I was pleased at, as it turned out, for on the way a good hard rain fell all through them, & they came aboard with wet jackets although they took thin oil clothes. It rained very hard nearly all night & at times pretty heavy wind came with it. At one time it was so hard that all hands were out getting the heavy anchor made in case the one down should down. But it held on.



June 11<sup>th</sup>

Tuesday (continued) (Wash. Day)

The bark is cautious, as the skeletons of two ships are in sight off the shore, both having dragged their anchors in squalls. I turned in at 9-30 PM

June 12<sup>th</sup>

Wednesday

Up at 6-30 & had more fruit after the late night drinking. It being a clear day I sat on deck with glasses & enjoyed the scenery which is fine. The Ayer side we are nearest to, the view of the mountains is simply beautiful; in some places there are three distinct ranges, the lowest near the shore & increasing in height as they go back; the coloring is also fine, having many shades of green & other colors.

About half way between Java & Sumatra are six or seven islands, the most of which are quite high, they run with the Strait N.E.; the first one is the most famous, Krakatau, as it has twice been the cause of devastation to Ayer; the first time about two hundred years ago, the last I think in 1880. It is conical & seems perhaps as nature could make it from another point of view one half of the cone is completely cut off, as it is almost perpendicular this was done by the last eruption. The others are not so noted, but produce a very fine series of effects. Beyond these are the four hundred

June 12<sup>th</sup>

### Wednesday (continued)

with her high mountains towering up into the clouds & having a bluish tint, caused I suppose by the distance. I never have seen any thing that would begin to compare with the views in this Strait, notwithstanding the difficulties in getting through it.

This afternoon the Capt. & Mr. Everett went ashore, they only going for the mail. I did not go. This A.M. one of the mail steamers for Batavia passed through. It is possible she may have an order, in which case we shall get them tomorrow. At 6.30 P.M. they came on board with no mail, so we will have to wait another day. At 10 P.M. all hands turned in.

June 13<sup>th</sup>

### Thursday

Up at 6-10 A.M. After bath & breakfast & morning I devoted my forenoon to looking over my sail clothes & getting them ready for the stevedores to pack. I had a good many buttons to sew on & some few things to mend a little; I have got to be quite expert in this art. The men were engaged in shifting sails, putting on the old ones in the places of good ones, as the former are good enough to use in this weather. After dinner the Capt. & Mr. C. came back ashore. I remained at



June 18<sup>th</sup>

## Thursday (continued)

as I had seen the places of interest, & didn't care to suffer the heat again. Part of the afternoon I devoted to finishing my sewing & the balance to taking a nap. The Capt. Mr. E. came off at 7 P.M. having the order to proceed to a port about 160 miles from here, called Lcherikoni; we were somewhat disappointed as we hoped to go to Batavia, but it is only 70 miles beyond, so we may be able to go there by train while discharging. We are turned in early as the Capt. has to go ashore early tomorrow for fuel, & what fresh provisions are needed.

June 19<sup>th</sup>

## Friday

Up at 5:40 A.M. The Capt. went ashore at 6:00 during his absence the men were engaged in shortening up the sails & hoisting the sails, so when he came aboard at 11 A.M. we were ready for a start, which was at once made.

We had a fair wind & tide to start with, which lasted till we were under way. The influence of the change of the water being out side of the straits was felt, from which we have a course to the southward of east. The sail went crashing, having about a 3 knot breeze with a fair current of about 2 knots. The sea was quite smooth

June 18<sup>th</sup>

### Friday (continued)

one partial in beauty as we went on. In passing the point within a mile, we could distinctly see the cocoa nut & banana trees, with the fruit hanging down in huge bunches, also the cultivated fields of the natives & their Tambor Houses. Our pilot turned out to be quite a man. He was a Hollander & the owner of Keakaton island, which was given to him by the Dutch Government before the eruption & he came very near being on it at the time it burst. Had it not been for his delay in Paitonia, looking up those deserters from his small schooner, he would have been there; & we wouldn't have had his valuable services. He speaks English fairly well & amused us with many tales of interest during the evening; he is a well posted man & inclined to talk a day, willing to impart his information. Turned in at 10 PM & slept the sleep of the virtuous.

June 19<sup>th</sup>

### Saturday

Has called at 5 AM by the 2<sup>d</sup> mate, as he wanted me to see the passage through what is called the Phoenix Islands. It was very fine for miles & reminded me of the coast of Maine & Germany, only the main land was



one side of the passage, while here I am on  
 on both sides & the mainland inside of the  
 inner range. He passed the day on deck enjoy-  
 ing the fine scenery & being short of a long water  
 supply the Capt. decided to anchor in the outer  
 side bay, for the water here which I saw from the ship  
 ed for abaysen, but not expecting us before tomorrow  
 or Monday, he was not on land. I kept out all  
 for him. As soon as we found the look down about 800  
 on a ship just 30 hours. It was good luck at most of  
 the views lately had taken 4 days the wreck.

Mr. Brewster met ashore with the Capt. as he had  
 a letter of credit to negotiate, he will join us also in  
 I should have gone, but it was so late, we could  
 get in before dark, & the Capt. was to return at 11 am  
 tomorrow, I saw. So I thought it not worth while.  
 The water boat got out about midnight some  
 time after I had turned in.

June 16<sup>th</sup>

Sunday

Has crossed about 5-10 am by the arrival of the  
 Capt. we had filled our tanks, so the men were  
 set to work making sail, the wind being light every  
 thing was put on before taking up the anchor  
 He got started at 7-30 am & went 2-30 P.M. on well  
 outside the bay. He passed the Kermans was

June 16<sup>th</sup>

Sunday (continued)

ships about an hour apart, which went in  
to Batavia, we heard the salutes distinctly.  
It is three months today since we sailed.  
I stated before that Cheriton was 40 miles beyond  
Batavia but it was an error, as it is about 120 miles.  
We have a light wind but hope for good luck.  
The wind along coast here changes every day.  
we get an on shore breeze at about noon, which  
lasts well into the evening, then a short lull or  
calm, after which the off shore wind comes, the  
last evening's light is in some measure fresh at  
any time we think we are doing well. Turned  
in at 10-30 P.M.

June 17<sup>th</sup>

Monday

Up at 6.30 A.M. Nothing of particular interest  
occurred during the day except catching sight  
of two of the extremely high mountains, which  
are some distance inland, they are something  
over twenty thousand feet high. We are working  
along slowly to the East, being in sight of land  
at noon & sunset, & standing off during the  
night we see nothing in the morning. This  
morning a passenger steamer from Batavia passed  
us. Know not where bound, but she made no great  
head, not over 6 or 7 knots per hour. In at 10 A.M. 88



18<sup>th</sup>

Tuesday

Up at 5.30 AM. Indulged in coffee & the banana  
before breakfast. After bath, breakfast, & smoke, went  
down on the main deck & amused myself with  
the 1<sup>st</sup> boatwain's monkey, he is very playful &  
amusing. He had got on board when we left  
Anson, but the two have departed, one having been put  
overboard for sickness, & righted. The other got  
loose, & seeing the land, made for it. He was making  
good progress, as long as we could see him, but  
he was very liable to be taken in by a shark, as we  
were 3 miles off when he jumped. We are then backing  
the light head wind, gaining a little every day.  
Dined in at 7.30 P.M.

19<sup>th</sup>

Wednesday

Up at 4-30 AM. & had a look at coffee fruit also  
a banana. Saw the sun rise then had my bath.  
We are still working through the jammer with  
the S. B. man soon again here. This Am. one of  
the monkeys got away from his fastening & the  
way he was kept in the rigging was not slow.  
The boys tried to catch him but it was no go, for  
he was too quick for them. In the afternoon he  
got on the main top sail track, about half way down  
to the deck, & was sitting comfortably on the track  
one of the boys slipped on the board & the

Wednesday (Continued)

June 19<sup>th</sup>

him from getting back that way & another  
was at the deck to catch him when he came  
down, but he wouldn't budge from his position  
so they began to shake the boat vigorously; he  
held on like a good one for some time, but  
finally had to yield, he let go & dropped  
into the water; all supposed it was the last  
of him, but not so; as we sailed along slowly  
honing him, he caught sight of the patent  
log line out aft, made for it, clinging for  
his life. He submitted to being hauled in  
without a struggle & was properly secured. He  
was as well as he did, that it was his last chance  
to say sleep from early rising this AM so turned  
in at 9 P.M.

June 20<sup>th</sup>

Thursday

Up at 6 AM. Having had a good long sleep  
he was still looking away at our enemy the  
wind, but we are doing him up slowly & surely  
he puts us entirely we have hopes of being off  
Cheriton by tomorrow forenoon. It is pretty  
monotonous work. It will be 5 days tomorrow  
making 120 miles; one could easily see that,  
though it might kill a delicate pair of hands  
when we tack in sea, we get views of the mountains  
which are fine, some of them being quite high, some of



we 20th

Thursday (continued)  
Ten to eleven thousand feet.  
Landed in early afternoon 9.30 PM.

we 31st

Friday.

Up at 5 AM. & saw the shipy-lead line rise  
from the leaded rock. We had a quiet night  
didn't make as much as we hoped for, but she did  
work ahead. In the PM at 8 o'clock, after a fine  
sea breeze from 11 AM. we were visited by a row of  
low over the land, which killed our wind & we were  
obliged to anchor as the tide was against us. We  
are only about seven or ten miles off & we think the sea  
breeze will surely let us go up tomorrow.

The package of night caps brought from New York  
was finished today, the last one being worn at  
supper time. Landed in at 9.30 7 PM.

we 22nd

Saturday

Got up at 5.10 AM. coffee, fruit & bath & cleaned.  
We hauled up anchor about 8.30 AM & with  
a light fair wind ran into Chilton & anchored  
at 9.10 PM. & began at once to clear up ship  
wash off decks & spread the awnings; it was  
so late when all was cleared up, that the  
Capt. decided not to go ashore before Monday.  
We sat on deck in the eve. & saw two or three  
boats & one come in. This must be quite a

June 22<sup>nd</sup>

Saturday (continued)

trading posts; as when we got in there were  
three steamers & three boats at anchor, they  
are here to discharge & load quite a distance  
off, as the water is not deep enough to allow  
them to go into port. We all hands turned  
in early, leaving only one man on deck  
for a watchman.

June 23<sup>rd</sup>

Sunday

Up at 6 Am. Went through the usual morning  
devotions. About 11 Am a boat came along  
side which was a reporter boat, getting & giving  
information to. Shortly after, a steam  
launch arrived, with Apt of the lighters,  
who informed us that we had got to move  
inshore about a mile, so he will be here in  
at 11 Am tomorrow. I am surprised at  
the enormous number of fishing boats  
one sees all along this coast. I also am  
pleased & amused at the variety of styles.  
We began our day with a very fine  
breeze, & a fine sea. The sun was out all day.

June 24<sup>th</sup>

Monday

Up at 6 Am. The sail was set, and we  
in steamer expecting to get in at 11 Am  
more, but there was no wind & the



Jan 25<sup>th</sup>

Monday (continued)  
 not being powerful enough to move us with-  
 out sail, she did not come back, so we lost  
 the day. Capt came off at 6 PM. Lane  
 bought some fresh provisions, dined in  
 at 7 PM.

Tuesday

Jan 26<sup>th</sup>

Up at 5:30 AM, found everything ready  
 for a start ashore. We sailed 2 miles  
 about 6 AM & with a light fair wind, we  
 ran in till about 8:10 when the boat  
 went down again in 20 ft. of water.  
 we are drawing 24 1/2 ft, so didn't care to go in  
 farther. After dinner the boat & I went  
 ashore. I was struck with the general  
 appearance of the place. It is about forty  
 thousand inhabitants made up of native  
 Chinamen, Arabs, & Dutch; the latter  
 being the only whites. The Chinamen and  
 Arabs are said to be the wealthiest peo-  
 ple, they certainly have more wealth &  
 more homes. There is not much life  
 in the evening, so we went aboard  
 early 8 PM & dined in at 10 PM.

Jan 27<sup>th</sup>

Wednesday

Up at 5:30 AM & found two lighters

June 26<sup>th</sup>

### Wednesday (continued)

along a side, ready to receive oil, but the  
being out of order from consignees, the local  
refined delivery. To about 5 o'clock went ashore  
at 1:30 P.M. got order & sent it out, then  
the mate came then 1800 cases faster  
than they could take it. We spent  
the day before, took lunch at the Hotel  
& in the P.M. took a drive on the place,  
which I enjoyed very much. We were im-  
pressed by the light that on more to dis-  
charge only 500 cases here & then to go  
to Samabang, afterwards to Sapataya.  
We will be able to receive of the ports  
of Java; I hope to run up to Batavia  
for 3 or 4 days, while discharging at one  
of the other two ports. We got aboard at  
6 P.M. & started in at about 10 P.M.

June 27<sup>th</sup>

### Thursday

Left at 6 P.M. found the light at the station  
a little more later; they have a machine  
so they can take & then better to be  
spending the time at night, but will go  
ashore for dinner. Put out 2000 cases  
today. Went ashore & took another drive &  
looked over the pretty scenery of the place.



June 24<sup>th</sup>

Thursday (continued)

made a few purchases for the ship. Left about 6:30 P.M. & turned in at 8:30.

June 25<sup>th</sup>

Friday

Up at 6 A.M. The Harbor master & Capt of a steam line came on board & took baggage. Called on us & went ashore in their boat. The Capt was busy making his detentions & clearing from Boston. However, as we only had 1200 cases to file, the number to be taken here, we finished & got started at 7:30 A.M. & prepared for a start, but the wind would not permit it. So we remained in harbor through the night.

June 26<sup>th</sup>

Saturday

The wind remained ahead & we were unable to make a start. Kept up about 10 A.M. waiting a chance any moment but it did not come. We had a good breakfast. By 11 A.M. turned in ship, including 1000 cases & passengers in the cabin. At 12:00 P.M. called by officers, which told me over from the balance of the night, either the water or something else, didn't agree with me.

June 27<sup>th</sup>

Sunday

At 3 A.M. the wind & water agreed & we

June 30th

Thursday (continued)

fair, all hands were called to make sail & get  
under weigh, but before we got the anchor off  
the bottom, it went back again, so we had to wait  
till 7:30 am when it hauled again off shore &  
we being ready, pulled up quickly & started, we  
made about twenty miles, when the wind let &  
we again dropped the hook to wait for the fore  
shore breeze, which came along about 5:30 pm.  
We hauled up & started at once & have been going  
ever since. "Schooner J." 10-7 mi.

July 1st

Monday

Up at 6 am with the same uncertainty of wind,  
although the sky seemed to be clearing at a  
fair rate. However, the wind did not blow  
enough about to catch the off shore breeze till  
evening. In the afternoon I felt much better  
& port of a light breeze. Arrived in 10 P.M.

July 2nd

Tuesday

In the am. we had a light mist but  
were able to make a fair start, but owing  
rather than expected, but at 10 miles  
it died out & a good fresh wind came in  
from the N. which drove us into  
Carrizosa by 6 P.M. when we put  
the hook down for fresh till 2 or 3 miles



July 3<sup>rd</sup>

Wednesday

Up at 6 AM, After Bath & breakfast the Capt. & I took one of the native boats & went ashore to enter at Consul's house & attend to the other business of the ship. He took tiffin at the Hotel & came off about 5 PM. Samarang is quite a pretty place, the street roads are in like order. There is a general cleanliness & neat appearance about the whole city. The merchants & government officers are mostly Dutch, but there are many Chinese men & a few English, in addition to the natives. There are to discharge thirty thousand sacks here, & as the custom of the port is, to take only 100 per day, we are liable to be here three weeks. Afterwards, we go to Surabaya to finish. There I presume we shall learn where to proceed, to load for home. Retired at 10 PM.

July 4<sup>th</sup>

Thursday

Up at 6 AM & began the day by singing nice melodious voices. My country lies in the air. I remained aboard all day, part of the time watching the cargo go out & part watching the steamers loading & discharging. It is quite a place for troops & steamers. There are 8 at anchor & many more in the harbor.

July 4<sup>th</sup>

Thursday (continued)

in 2 Singapore mail boats. The Capt. went ashore this P.M. to see his Capt.

The lighter boys are large & well built of look, as the one on board but 20 lbs. excess. Had some on board at 6 P.M. we went through the usual evening amusement of smoking, talking & afterwards sleeping.

Friday

Up at 6 AM. The Capt. again went ashore & remained on board doing really nothing but watching the Steamer going & coming, playing with the monkey &c. Today we put out 21 lbs. of gun. 12 m. we could have done the same in the other. If they had given us another 12 lbs. of gun we could have done it in 10 m. I have a looking, at 6 P.M. a small canoe came up in a few minutes after, with lots of wind & noise.

Saturday

Up at 6 AM. After breakfast went ashore with Capt. & went around & saw a few things of business in the Lawrence. Then went to a new Hotel for Missie, which was much better & cheaper than the last one we went to. Looked around the city a little in the afternoon & saw a few things of business.



July 6<sup>th</sup>

Saturday (continued)

We had dispatches & news. Capt. received a letter from Mr. Bonett, from Palermo, he was about to leave for a short trip into the interior & will probably see us next week.

July 7<sup>th</sup>

Sunday

This is a day of rest on board, when the party & the men have plenty of time to take trade with the crew boat men who come along to get what share change they may have.

The Capt. allows them a small credit with the boatmen, which he settles & charges to the various accounts; he of course prohibits pur. Every vessel quit work today, but one new-arrived English steamer, Capt. ... we remembered him in our prayers so I trust he will be all right.

It has been the hottest day I have experienced out here, on shore at least on this coast.

We all turned in early. 9 & 9:30 PM.

July 8<sup>th</sup>

Monday

Usual hour of rising, coffee, milk, bath & breakfast. At 7 AM Capt. went ashore, it has been the hottest day of the season & the weather extremely hot so I stayed aboard. We look out 7400 sales in 6 hours, which was good work. There are 9 steamers here today, the ...

July 6<sup>th</sup>

Monday (Continued)

Russia is giving the Standard of London a hard rub in this party they have, now here, 3 steamers putting out three hundred & sixty thousand cases. We are to put out fifty thousand, & the ship from New York has left. In Surabaya after we arrived, put out only two thousand of her cargo will put out the other fifty at next port. They make regular slow houses of sailing ship out here, giving them no dispatch in unloading, & after came aboard at 5:30 & not in at 7:30 here.

July 7<sup>th</sup>

Tuesday

Same time about again, thinking it more comfortable than suffering from the heat & rain. We put out 2000 cases, nothing of note transpired.

Wednesday

July 10<sup>th</sup>

Up at sunset hour. After breakfast went ashore with Capt. I went to Hotel to meet Mr. Brown who had arrived from his interior trip. Capt. joined us at 11:00, after which I went to the club & played a game of billiards. Capt. came up at 12:00 when we went up to the ship. They had put out 3070 cases. Arrived in early P.M.



July 11<sup>th</sup>

# Thursday

Mr. Cornell had some trouble & doctoring  
sent him, so I spent the day in reading. It  
was a treat to be able to do so, as it has been  
a long time since I could enjoy that pleasure.  
Mr. C. engaged a french novel, & left went  
ashore. He put out 2000 acres. In the P.M.  
a rain came up, which lasted from 4 o'clock  
till about 11, so Capt. stayed ashore. As I  
said before, when the rain is here, there is no one  
taking it for a light fog.

July 12<sup>th</sup>

# Friday

Devoted another day to the old papers, includ-  
ing advertisements in my journal. Am curious  
to hear the result of the Bangor will case,  
in which Popham's friend Gen. Fessenden, &  
Hate Field have an interest. He put out  
only 1000 acres today, having a smaller  
light than usual. Capt. came aboard  
at 5-30 P.M. feeling tired from want of  
sleep ashore, on account of the heat & day.

July 13<sup>th</sup>

# Saturday

Capt. came aboard went ashore, but did not  
come to look after the discharging. He put  
out 2400 acres. They came back at 5 P.M.  
In the evening we had great day with

July 10<sup>th</sup>

Saturday (continued)

The looti monkey, allowing him to  
enter in a hand glass in the  
light of a lantern. I haven't laughed so  
much for months. I was actually lame  
after it. Dined in at 10 PM.

Sunday

A day spent on board. All stayed aboard  
but 3 mates & carpenter, who took an outing.  
We amused ourselves by eating, drinking, singing  
& sleeping. The two who went ashore  
returned in good condition at about 4 PM.  
Four steamers arrived, & two sailed. Another  
masted Englishman worked all day, putting  
out cargo. This American 143 clock in had  
a thunder storm, which if I am a judge, was  
only. If it didn't rip the city to pieces, it was  
not a short supply of material.

July 11<sup>th</sup>

Monday

Left was the only one who went ashore; the  
rest stayed on the ship, and were as attractive  
to us as the hot sun of the city, where we  
have been about all these days of interest.  
We were loaded today with two lighters.  
The first was finished, taking 2480 cases.  
The second was finished 560. Total 3040 cases.



July 11<sup>th</sup>

Tuesday

Left Mr. Sweet went ashore with 3  
 Indians the comforts aboard. We took  
 out in the large lighter 3470 cases & in  
 the small, 500. Total 3970 for the day.  
 The two lighters came aboard about 5-20  
 P.M. ~~the lighters were~~ <sup>the lighters were</sup> ~~the lighters were~~ <sup>the lighters were</sup>  
 the monkey & lantern, the latter casting  
 a shadow of himself on his house, located  
 on the house deck. It was great fun to  
 see him go for his own shadow & finally  
 not being able to take hold of it, he became  
 frightened & tried hard to get away from  
 it. This fun stopped at 10 P.M. when  
 we turned in.

July 12<sup>th</sup>

Wednesday

Up at 6-30 with lighters along side. We  
 began at once & worked all hour before  
 breakfast. Left Mr. S. again light us  
 for shore. The first lighter took 590 cases.  
 The second 2950. Total 2940 cases.

The water boat came off & filled our tank  
 as we are nearly finished down for water.  
 To-morrow night we will be ready to go  
 to Suva. The leave balance of cargo  
 After dinner during the smoking & hall hours.

July 17th  
Wednesday (continued)  
no more thinking of something real to give  
(as the coffee) the money, for his dinner, so  
I thought a good hot hard boiled egg might  
elicit with his delicate appetite, 40 stars as  
produced about ten minutes I saw  
him is seldom seen. He turned in 10.30.

### Thursday

Two went out to the Capt. D. and went out  
to the boat house. He found out  
the value, completing the number here we  
collected at 11-20. When they came  
back, a boat all struck just before they got along  
side, there was quite a noise in getting them  
about, when they got safely on board another  
man had fallen, one of the engine boatmen  
was in a bad way in the boat, one of the  
boatmen had pulled out of making a fall.  
The result was he was pulled out of the boat  
went a drift with the other man. The one  
in the water was forty or fifty feet up when  
he got out of the boat, as it was done one  
about 200 feet dropped out, the result  
of it was they heard him yell. Then he  
had made his way to the side of the  
boat and he was in a bad way.



July 19<sup>th</sup>

Thursday continued

Work without home, but, like a lead being the  
Loom turned up, after the wind had gone  
down. There was a doubt about taking out  
more oil here, so we did not get ready to sail.

July 20<sup>th</sup>

Friday

Left port at 10:30. Found we were to  
put no more out here, so he fired up the  
sawmills, changed & got off at 11:00 when we  
began at once to get ready to sail.

July 21<sup>st</sup>

Saturday

Everything being ready, at 5:00 the anchor  
came off the bottom & we were off in a  
with a light breeze, so we could just be  
a mass out. But after getting by the end of  
eastern point of the bay, our course was  
the east. So we had a dead beat, with  
light wind. We had our usual night sail.

July 21<sup>st</sup>

Sunday

Still fishing the wind, which was very  
light. We began all night long to get us down  
night, if the wind with it would blow from  
any farther or quarter, we might get  
some benefit from it, but it came very down  
town, so we are stuck about half the time  
make no headway. The day is not clear.

July 22<sup>nd</sup>

Monday

Another night of squalls, clearing in the  
even. beating off on shore all day.

July 23<sup>rd</sup>

Tuesday

Still another matty night, & a pleasant  
day following. We are still pursuing our track  
off shore at night, & on during the day  
without getting ahead very fast. This morn. at  
about 8 o'clock a steamer passed us bound  
northward. It looks as though the squalls  
could neglect us tonight, but we don't dare  
say anything yet.

July 24<sup>th</sup>

Wednesday

We did not have a night wholly pleasant,  
but hope that our rain band will during the  
forenoon. We are still beating through the  
squalls, making about 100 miles a day. We  
don't get out yet.

July 25<sup>th</sup>

Thursday

Nothing of importance occurred through the  
day, but the evening was quite beautiful.  
The oscillation of the band was the  
place. Between 7:00 & 8:00 P.M. the sky  
being perfectly clear & a beautiful  
the band was in the midst of a storm.

15 Dec 1880 on the left 1000 + 1000 10



July 25<sup>th</sup>

Thursday

out about the same distance from the same side. He continued sailing day after day till Wednesday April 26<sup>th</sup> with varied results, some days making a few miles, some losing, & others just holding our own.

This A.M. 11<sup>00</sup> we sighted Salty Long Island, between which is our passage through into Madocra Straits, but the wind being south & ahead, we had to turn to & wait for a chance.

Aug 1<sup>st</sup>

Thursday

We had drifted to the north quite a piece, so this A.M. when the wind came out east we had a days run to off the back side light the inside entrance to the Strait, this we were abreast of at 5-30 P.M. 2 miles off, after getting inside, the wind lightened & we made but little through the night.

Aug 2<sup>nd</sup>

Friday

I got up about 5 A.M. on the morning by sunrise which is very fine; on the Madocra side are high hills, & on the Java side are very high volcanic mountains, some of which are smoking still. We had light wind but were soon to get up to the Pilot light but

Aug 2<sup>nd</sup>

Fridays (Continued)

at 7 AM I shipped the bulk of the cargo  
to the wharf outside of Samsara, where  
we are obliged to take a skiff. This is my  
station on the boat. I am alone, 10 AM

Aug 3<sup>rd</sup>

Saturday

Got under way at 8-30 AM & had a good  
run in, anchoring in 6 fathoms at 1-7 PM.  
This is the all day party. We had to anchor  
once off shore. Got under way after dinner  
to notify the crew of arrival.

Aug 4<sup>th</sup>

Sunday

We have remained on board & had a good  
loafing spree. Lighter came off in the  
morning to be ready for tomorrow AM.

Aug 5<sup>th</sup>

Monday

Regan light early to take out cargo.  
21<sup>st</sup> We continued discharging daily. Sunday  
recalled, till today when we put out the  
last 300 cases. Since arriving, we have been  
informed of our being chartered to load  
here for Delaware Brickwater. This is a  
disappointment to me, as I wanted to go  
to Pangloss very much. We have been  
taking in Sugar the last 3 days as it  
wouldn't do to have the last light. We had



(Continued)

My 2<sup>nd</sup> in the morn all on can get out with 5 then found to Passaic to finish.

I have been ashore a number of times since our arrival. I am not very favorably impressed with the place.

(On the 7<sup>th</sup> inst I wrote Portstead the of Singapore, but on the 8<sup>th</sup> before getting reply I received information that would have prevented my writing had I known it before.) During our stay here we have had sunstroke, but not a drop of rain.

Sept 17<sup>th</sup>

Wednesday

Having finished as deep as we could (15-3), we started at 5.30 AM for Passaic where we arrived at 5 PM on Tuesday the 16<sup>th</sup> inst. Mr. Koon Takin is in charge on the 12<sup>th</sup> inst. I have not yet heard of him up to date Sunday the 18<sup>th</sup>. We finished loading on Wednesday the 18<sup>th</sup>. I went ashore & spent one day seeing the place which is small, & can all be seen in that time.

Sept 20<sup>th</sup>

Capt. went ashore to go up to Sourabaya to clear. The mates began getting things ready for sea.

Sept 29<sup>th</sup>

Capt returned on the 27<sup>th</sup> but being some we didn't get under way.

Life 20

Monday

At day light wind ahead light again but soon  
returned at 10 AM. At 10-00 got anchor & started.

Oct 1st

Tuesday

Light through the night. Saw Piscoon light  
at day light. It continued all day & we made 100  
miles.

2d

Wednesday

Continued light till 7.00 P.M. when a good  
South breeze came off the land & in company  
with the tides we went down the Strait in good  
shape. At 0-00 passed light at entrance to  
Baly Strait & sometime at night passed light  
on Baly Island.

3d

Thursday

At day light we ran off East Point of Baly  
being ahead we were unable to sight the Strait at 10  
P.M. but continued all day & night going  
as far as possible to the wind.

4th

Friday

We are still off the Strait having in 46-30 P.M.  
we were again off East end of Baly but fairly close  
in. At 10.00 we anchored & found we were about 10 miles  
which brought us into the mouth of the Strait  
at 11 P.M. we were at 10.00. The tides were off and  
we were able to go to the bottom & found the river





Monday continued  
from the long continued S. E. Trades,  
it would be a fine picture

### Monday

Lat 11-22 N. The men are all at work tightening up the  
rigging fore & aft as the warm & dry weather  
has slackened it up a considerable

### Tuesday

Lat 11-45 N. Men still at work on rigging. One from old  
friend Jack the Ripper left us for monkey business  
at 2 o'clock this P.M. Having this one fallen  
down into the chain locker, we think he was  
fatally hurt. All will miss him much, as  
he was the pet of the ship. Funeral at 3 P.M.

### Wednesday

Lat 12-08 N. I forgot to mention that the Post Office has forwarded  
a four pound yesterday. A.M. we had beefsteak  
& brains fried for dinner with onion which was  
very good. We are heading a point more S.  
today so to get the trades a little stronger.  
S. by N. instead of N. E. by N.

### Thursday

Lat 12-40 N. Our going S. had the desired effect, as the men  
showed. A good 9 knot breeze met us yesterday  
P.M. & has stayed over since. The men are all  
on the rigging most probably since today.



Oct 11<sup>th</sup>

Friday

at 10.30. Pleasant Aul with good breeze, our run  
 at 11.00. was the same as yesterday. In the P.M. it  
 came up cloudy & slightly rainy which lasted  
 through the evening, it increased the wind  
 a considerable so I expect it will show up  
 our run tomorrow.

12<sup>th</sup>

Saturday

at 11.42. Pleasant but slightly cloudy, wind held  
 at 12.00. strong all night. At M. changed some rain  
 at 1.00. to H. by E. a little more at 2.00. I expect  
 our tomorrow will not show up very well.  
 A week out from the Straits which shows with  
 rain.

13<sup>th</sup>

Sunday

at 17.00. Rain in the Aul & no sun, cleared  
 at 18.00. at my get lat. Estimated run which  
 at 19.00. I think 18 miles too much.

at 19.00. 14<sup>th</sup>

Monday

at 18.50. Rain in the Aul but soon cleared up  
 at 19.00. we got sun at 9 & 12 which showed  
 at 20.00. our run. I think too small the 18 miles  
 over yesterday would make it about right.

at 20.00. 15<sup>th</sup>

Tuesday

at 20.00. Clear light breeze, & a heavy dew which  
 at 21.00. makes for cold today.

Oct 16<sup>th</sup>

Wednesday

19-16 S Kind masonry light through last night up to  
12-51 E M. This P.M. a stronger breeze came up, but  
90 miles we couldn't do better than 21. instead of 21 1/2

17<sup>th</sup>

Thursday

19-50 S Had stronger breeze through last night  
80-6 S which gave us a fair run, but it  
162 miles slackened up this 7 P.M.

18<sup>th</sup>

Friday

20-41 S continued light wind with an old  
77-45 E S.W. swell which causes ship to roll  
140 miles badly. Rain squalls all around but none  
touch us.

19<sup>th</sup>

Saturday

21-50 S Very light all night & through the  
76-26 S Also, which our run shows. In the  
77 miles P.M. a little more wind.

20<sup>th</sup>

Sunday

21-40 S Rained a little in the middle watch &  
74-20 S also in the forenoon, caught some water  
110 miles for washing, so we will be able to have  
clothes washed tomorrow. No sun in  
the Am. sailing. is reckoned

21<sup>st</sup>

Monday

110 miles  
22-10 S Another light day with occasional  
23-33 S showers. No sun seen estimated.



Oct 22<sup>d</sup>

Tuesday

2-30 S. Very light from yesterday m. to today m.  
 4-19 S. No morning light so all to dead reckoning.  
 2 miles At 1 P.M. again breeze came up from the  
 S. which took us along at a 10th of knot for  
 for several hours but lightened in the eve.

28<sup>th</sup>

Wednesday

2-5 S. Breeze shifted more light at 4 AM so our  
 7-45 S. sails are not as drawing this forenoon  
 90 miles but I think run will be good one.  
 The breeze this P.M. is too much aft to tell.

29<sup>th</sup>

Thursday

4-43 S. It was very light all night & is not over  
 1-53 S. 2 1/2 to 3 knots, sometimes no steering way  
 5 miles It was a fine moonlight night so we sailed

30<sup>th</sup>

Friday

5-48 S. It rained in the P.M. but at sun at 9 but  
 7-22 S. none at m. so our position is reckoned  
 2 miles at 2-30 P.M. a good strong breeze came up  
 from S. & has been with us all the afternoon.  
 Course N. by E. We have been run tomorrow.

31<sup>st</sup>

Saturday

4-22 S. Wind remained with <sup>us</sup> through the night  
 2-10 S. & this AM. but became lighter in  
 78 miles the P.M. & more aft. This continued  
 till 12 P.M. when I turned in.

Oct. 27<sup>th</sup>

Sunday

20-26 E. Up at 6.30 found wind had been light  
to E in the night, but it was a fine day &  
134 miles remained so throughout.

28<sup>th</sup>

Monday

20-37 E. Wind light about 4 knots. Took sun  
08.5 E. at usual hours. Let sun was E. all  
day miles E. M. became still lighter.

29<sup>th</sup>

Tuesday

20-40 E. Almost a dead calm all night & up to  
07.22 E. M. in fact up to midnight. Our long  
20 mile shoal was to be due S. of Mauritanian about  
200 miles. We are making slow progress.

30<sup>th</sup>

Wednesday

20-42 E. At 8 AM a light breeze came up from  
N. W. about 4 knots. But did not stay long  
20 miles long. Calm up to 12 P. M.

31<sup>st</sup>

Thursday

20-30 E. Very calm but the breeze came within  
06.44 E. Up to M. did almost nothing. At 8 P. M.  
20 mile indications of a breeze came up & at 6 it  
was 5 to 6 knots & increased later.



1st

Friday.

5-31 S. A good S. breeze this A.M. & has continued all day. Run to noon was all 18 miles done in the night & morning.

2d

Saturday.

6-17 S. In the night & early this A.M. the wind became 1-2 S. much lighter so our expected run was now on 10 miles cut down. As we counted surely on 200 miles.

3d

Sunday

7-26 S. At 2-30 A.M. it began to rain & continued till 4-40 S. about 6 or 7 miles, then came out clear with 10 miles with a S. breeze. It rained a good lot of water for washing, sea will be clear for a while.

4th

Monday

7-55 S. The wind became very light in the early A.M. & continued so till 10 A.M. at 10 miles which time a good S. breeze came up & we could go a N. course.

5th

Tuesday

8-15 S. Wind through the night varied in strength 8-51 S. from 4 to 6 knots, which was same to me in 10 miles. At 7 M. it got stronger but more after.

6th

Wednesday

9-7 S. From early A.M. till M. had a good breeze but 1-18 S. too much aft to get full benefit. It continued till 10 miles 9 P.M. then hauled to the N.

Mon 7<sup>th</sup>

## Thursday

13 miles

In the Am. Wind Light N. by W. course by the  
sight at 9 but none at m. run reckoned.  
It was cloudy after 10 am. at 6-30 a heavy mist  
at 7 wind very suddenly hauled to the S. which  
caught us aback, it came so strong we hadn't time  
to get light sails in. We split 4' gallant & 7' Bogan  
staysails fore royal & main 4' gallant, so we  
had to put up others in their places.  
We had to run so far north during the  
storm we lost all our good work through  
the day which will show on tomorrow's run.

8<sup>th</sup>

## Friday

20-40 The day opened light, so all hand was let  
by 10 & but we could make no something. Got sig. to  
6 miles & found a run from Cape Light. W. m. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.

## Saturday

31-35 Wind light & variable. Then at 9 & 12 found a run  
36-40 had made no something but about a dozen  
50 miles W. In the m. wind died out entirely, long haul.

18<sup>th</sup>

## Sunday

31-41 S. W. called at 2-30 only 2<sup>nd</sup> mate to every place  
36-41 which was alongside, but after making no progress  
60 miles & swelling me he launched. Very light to m.  
7 p.m. a little more wind at about 10 miles  
a show-drag getting away from the Cape.



Mon 11<sup>th</sup>

## Monday

1-53 S. Good breeze so we could make course W by S.  
4-10 S. Got him in the AM. but no sight at m.  
12 mile run reckoned. Night of expecting squalls but no comes.

12<sup>th</sup>

## Tuesday

2-40 S. No Sun, position reckoned.  
2-20 S. Variable wind from S. to S.W. from 5 to  
18 miles & knots. at times none at all.

13<sup>th</sup>

## Wednesday

0-21 S. Had a fair breeze all night & most of the time  
9-36 S. could find W by S. Got sight AM. 7 M. & figured  
27 mile run. P.M. wind increased to about 9 knots.

14<sup>th</sup>

## Thursday

0-14 S. Wind held strong all night. Got AM sight  
6-14 S. but none at m. so position is reckoned.  
95 mile course N.W. wind dead calm. in P.M. wind  
was stronger with heavy sea & rolled badly. Thick fog

15<sup>th</sup>

## Friday

0-6 S. Strong wind all last night. Begun to feel danger  
1-40 S. from lower hold to between decks, to stop her rolling.  
92 miles Got sight at 9 & 12 latter uncertain & still foggy.  
On Agulhas Banks by color of the water, dead reckoning  
also puts us there. Paired longitudes of Agulhas  
about 10 P.M. & ran into blue water between  
this time & day light of the 16<sup>th</sup>.

Nov. 16<sup>th</sup>

## Saturday

25-26 S. In middle watch had change of wind to E. to S.  
15-09 S. Equally, little rain, shortened down, but it didn't  
100 miles last long, so everything went up at daylight. By 10  
had hope for S. at 10 am. about 70 miles.  
Sight at 9 & 12 later again from.

17<sup>th</sup>

## Sunday

34-04 S. Opened foggy but soon cleared. Wind hauled to  
17-3 S. N. W. W. dead ahead, began to blow hard, we  
70 miles shortened down to topsails, foresail, foretop. mast  
stand off & give it continued till night when  
it moderated. Sighted two vessels.

Nov. 18<sup>th</sup>

## Monday

24-10 A light day. In the P.M. breeze was so much  
17-3 had S. E. W. which was good. But too light to  
100 miles get far ahead. Improved a little at night.

19<sup>th</sup>

## Tuesday

33-7 S. Opened calm till 3 P.M. By forenoon  
16-18 S. was spent by passengers & one of the boys in find-  
100 miles ing for Abstrah. From 9 am. to 3 pm. we  
hauled aboard fire, but let them go on  
account of the sailors superstitions.  
At 3 P.M. breeze came up from S. E. W.  
so we could head our course N. E. W.  
it lasted only till midnight.



Mon. 20<sup>th</sup>

## Wednesday

1-47 B. Opened light & so we could lead no better  
2-08 E. than W. & B. remained light all day,  
5 miles. Some of the men are repairing sails, split the  
other day when it blew, others are engaged in  
scrubbing paint, getting ready for the grand  
ship painting week. Then we get into the  
trade. Passed two steamers bound S. & B.

21<sup>st</sup>

## Thursday

0-47 B. The Ave opened with a light wind rain  
4-20 E. from S. & B. - fair, a course west W. & B. every-  
5 miles thing on her, 6 knots gait. Got sun Am. T.M.  
P.M. passed a large & masted steamer bound  
S. & B. probably Capetown.

22<sup>nd</sup>

## Friday

0-50 B. Pleasant, light wind, heavy swell, pale badly.  
-51 E. Wind being ahead our course has been  
5 miles from one since W. fine moon, wind light.

23<sup>rd</sup>

## Saturday

0-27 E. Wind still light & ahead. Course to W. & B.  
-26 E. at 8 P.M. passed steamer bound S. & B. at this  
7 miles time wind hauled to S. & B. To some could head  
over course W. & B. & increased to a 9-10 knot  
breeze. Her hauled to after midnight.

Nov. 24<sup>th</sup>

Sunday.

26-28 S. At 3 am wind hauled more aft but kept its  
10-30 S. strength. Got observations at several times. After  
190 miles Sun set wind increased some more going a little  
face. It forced the mast for the 1st about 10 days sail, as  
it came down in stripes at 10 P.M.

25<sup>th</sup>

Monday.

24-26 S. At 12-15 am. was called by 24 masts to see a bark we  
6-51 S. had overhauled since sunset, we went by her very  
200 miles rapidly. At 6 o'clock was hardly to be seen.  
We began to tar down this am. Cold am.

26<sup>th</sup> Nov. 26<sup>th</sup>

Tuesday.

23-2 S. Wind has been light since yesterday m. & has  
4-5 S. settled down into the trades. Bearing 1/2 way, sailing  
180 miles masts going today.

27<sup>th</sup>

Wednesday.

20-22 S. Brought in the Am. but none at m. so now is west-  
1-40 S. wind. Breeze going & painting this going on.  
150 miles Weather is getting warmer as we get north.

28<sup>th</sup>

Thursday.

20-13 S. Hauling in. Towing line across into the South Atlantic  
-40 N. we go without, & line on distance. At 10 light  
164 miles position is true wind holds on average.  
We hope to sight St. Helena by Saturday.  
Passed meridian of Greenwich at about 6 am  
Some are now in St. Longitude. Sun runs S. 11



Mon 29<sup>th</sup>

Friday.

2-7 S. Slight shower about 5 AM. Wind light S.W. with rain.  
 5-5.30 AM. Working off ship for painting. In the P.M. wind  
 7 miles lightened up to a knot breeze, but still fair.

30<sup>th</sup>

Saturday.

6-58 S. Another rain in the early hours, but cleared  
 5-5.45 AM. for sight at 9.7/2. Wind same. Sailed from Lombok.  
 5 miles sighted St. Helena at 11 P.M. 8 or 9 miles off to the N.  
 6 days from Pascoeruan.

Sat. 1<sup>st</sup>

Sunday.

2-6 S. Up at 5 AM to see St. Helena but it was too thick  
 2-10 AM to see well, it cleared about 8 AM we could see  
 5 miles very well, took cross bearings & departure. At noon  
 we had lost sight of it. Fine evening full moon at midnight.

2<sup>d</sup>

Monday.

4-47 S. Began to paint ship, no one is unable to be  
 4-50 AM against anything. Wind died after some P.M.  
 5 miles 7.5 N. true N.W. with

3<sup>d</sup>

Tuesday.

4-46 S. Painting still going on & probably will continue  
 4-11 AM through the week, as weather is fine.  
 7 miles

Dec. 4<sup>th</sup>

Wednesday.

12-107 S. Painting still painting. The last beam is  
12-22-110 shining. Weather getting very warm, breeze  
135 miles a little over 5 knots.

5<sup>th</sup>

Thursday.

12. S. Putting on some finishing touches which  
14-30 H. Bring out the other work, such as painting.  
135 miles water ways, trimming &c.

6<sup>th</sup>

Friday.

14-14 S. Second coat on trimming. She is looking  
16-16 H. very fine. A day more will about finish up  
118 miles.

7<sup>th</sup>

Saturday.

10-20 S. Same breeze, beautiful weather painting &  
15-9 H. inside decorations. We shall look fine  
120 miles if bad weather doesn't knock her up.

8<sup>th</sup>

Sunday.

9-28 S. A day of rest for all hands, but the men  
20-2 H. usually take the day for washing clothes  
130 miles & generally cleaning up for the 7<sup>th</sup>.

9<sup>th</sup>

Monday.

8-33 S. More beautiful weather. Painting  
22 H. varnishing & scraping space for  
127 miles the rest of the day!



Dec 15<sup>th</sup>

Tuesday.

41 S. More scraping, painting & varnishing  
 1-1530 W. Shall be glad when all is finished.  
 0 miles Very warm & light wind. 7 m. anchored

11<sup>th</sup>

Wednesday.

44 S. Wind was good through the night -  
 52 W. This Am. which run spar. Still  
 0 miles painting & working on Spar spar.

Thursday

12<sup>th</sup> Wind lighter & from aft through the  
 39 S. night. Dry room was cleaned & varnished  
 57 W. This Am. Spar finished, oiled & put in place  
 8 miles Regon bath. after bath again.

13<sup>th</sup>

Friday.

46 S. Pretty good wind through the night & up to m.  
 5 S. Is frightfully hot in the sun, no comfort  
 1 miles on deck.

14<sup>th</sup>

Saturday.

47 S. All eyes were strained to sight Fernando  
 20 W. Mosonha, which was done at 11 Am. also  
 3 miles passed a brigantine - took bath & dined S.

15<sup>th</sup>

Sunday

48 S. Beautiful day, but very hot in the sun.  
 4-135 W. All quiet from labor. Men are getting their  
 0 miles thick clothes ready for the coast, which  
 they don't relish in winter.

Dec. 16<sup>th</sup>

Sunday Monday

0-25 ft. In the afternoon yesterday the wind came  
165 miles out S.W. & which we call the N.E. trade, so we  
175 miles. Hauled up to N.W. 1/2 N. at 4 P.M. we heard the  
line scraping along the haul.

19<sup>th</sup>

Monday Tuesday

0-1/2 ft. Overhauled chain cable to 60 fathom mark  
24-22 ft. Strong trade has given us a good run.  
187 miles

Tuesday Wednesday

0-20 ft. Good breeze. Began shifting sails for the  
31-20 ft. coast. P.M. wind lightened. About 7 o'clock rain  
100 miles came on, got plenty water for washing.

11

Wednesday Thursday

0-31 ft. Rain lasted till 2 A.M. when it cleared off the  
11-2 ft. strong trade came back, 8 to 9 knots. Took  
170 miles fresh water bath, first for some time.

Wind increased to 10 1/2 to 11 knots everything  
on & drawing well.

20<sup>th</sup>

Thursday Friday

10-4 ft. Strong breeze all night & till 7 A.M. to this and  
44-24 ft. which has given us a very good run.  
207 miles best of the return trip & beaten only  
once on way out, by one mile.  
Good breeze till midnight.



Nov 21 Saturday  
 2-21 N. E. trade still stick to us & are  
 7-10 H. doing good work. ~~Long~~ Changed sails forward  
 15 miles which finishes. About Lat. 7 Barbados.

22<sup>nd</sup> Sunday.  
 2-20 N. Clear, beautiful & comfortable tempera-  
 1-07 H. turn, wind lighter, about 1 knot. Long  
 10 miles Home & met Home to mate, who shed tears.

23<sup>rd</sup> Monday.  
 1-1 N. Wind still light but fair, had to square  
 3-16 H. yards as it had hauled off a couple of joints.  
 3 miles Mate still in a doleful condition.

24<sup>th</sup> Tuesday  
 1-42 N. Light wind, but fine weather. On deck all  
 1-16 H. day with nothing on but pyramids.  
 2 miles In the A.M. a light shower of rain.

25<sup>th</sup> Wednesday.  
 2-40 N. Christmas. Cook gave a bottle gin to men  
 1-42 H. to make merry with. Received 2 cigars, presents  
 miles, from Carpenter & Cox Stiller. In the afternoon  
 men had sports on deck, leap frog &c.  
 Another bottle for a night cap to men.

26<sup>th</sup> Thursday  
 1-1 N. Began to hail outside, but had a shower  
 1-27 H. which stopped it. Very light wind but 24 hours.  
 1-17 miles More aboard trade have left us, in clear space

19-23.05

Friday.

19-23.05  
58-19.74  
108 miles

In the A.M. saw a barkentine going in to the West Indies. Light wind & ahead: finishing outside painting. Shellacing floors inside. P.M. a heavy swell came up from N.E. & lasted all night. Bedding 24.05.77. Course N.E. by N. to N.W.

35<sup>th</sup>

Saturday

19-23.05  
60-16.74  
142 miles

A.M. rain squalls all round us, got a slight breeze at 11-30. Still light but can lead the course. Swell still with us. But short the quantity of water to men, 1/4. P.M. wind became stronger, so that by eve. we were doing 9 to 10 knots.

29<sup>th</sup>

Sunday

19-23.05  
61-07.74  
166 miles

Good breeze all night & up to this m. fine weather, but getting so, to lie in the sun is preferable to the shade. Light rain squalls.

31<sup>st</sup>

Monday

19-23.05  
62-20.74  
192 miles

A good & fresh breeze with everything on hand. Several rain squalls around but none struck us. At 3 m. changed course from N.W. by N. to N.E. by E.

37<sup>th</sup>

Tuesday

19-23.05  
64-06.74  
199 miles

In early A.M. wind hauled more aft, which makes it very late. Light breeze. Last day of the year, fine day as one could wish for. Course N.W.

Forewell to 1895.



896.

May 1st

## Wednesday.

At midnight the little bang fog horn sounded.  
 8-5 M. Town cheered to hail the new year. At 5 A.M.  
 27 miles wind hauled out S.W. by E. so the yards were  
 traced up & staysails set, & course changed to  
 N.W. 1/2 N. about 7 knots. At 12-30 P.M. a squall  
 came up from the N. which knocked us off the  
 N. afterwards it hauled northerly so much that  
 we could head no better than N.E. by E. where  
 we were ship headed N. by E 1/2 S. but it kept  
 on going round till we got up to over N.W.  
 corner in the night. Had to shorten down to 1/2 sail.

2d

## Thursday.

3-19 M. A N.E. wind, course N.W. but a very heavy sea  
 2-15 M. from dead ahead which stopped her a considerable  
 2 miles In the P.M. wind hauled to E. then S.E.  
 which made it aft. afterwards came on to  
 S. making everything draw.

3d

## Friday.

9-39 M. Wind about S.W. 4 to 5 knots, everything on  
 1-53 M. Let slightly aback, but got the lights.  
 0 miles P.M. wind strengthened, at 4 P.M. were going  
 7 to 8 knots. At 5-30 staysails, & staysails & top  
 royal were tied up. Later a squall came up  
 from N. when everything above top sails  
 were taken in. The wind then hauled N.W.

Jan 15<sup>th</sup>

Friday continued  
so we could head no better than N.E. it  
blew very hard in the night

14<sup>th</sup>

Saturday

31-33 N.

72-44 E.

121 miles

This Am. at 4. the mizzen sail, fore & mizzen  
upper topsails were ~~set~~ <sup>tried</sup> & at the  
Squalls came on at times very heavy;  
this situation continued till noon. But  
the sun broke the clouds at 10-20 enough  
to get a sight. also at noon. At 1-30 P.M. set the  
main topmast staysail to stop her rolling &  
continued under short sail all night.

15<sup>th</sup>

Sunday.

32-30 N.

71-59 E.

85 miles

Wind being light at the upper topsails were put  
on to keep her steady, but not to go faster as  
we don't care to go far on this course N.E. got  
sun at 9-50 P.M. Wind still N.W. & quite cold.  
Our prayers are for a N.E. to E wind, with which  
we could soon make the track water.

At 1 P.M. Wind backed to N.W. & began to  
blow very hard, lowered staysail & main  
& mizzen upper topsails, later took in 9<sup>th</sup>  
foresail & lower mizzen topsail, which  
leaves only fore & main lower topsails &  
fore topmast staysail. It is blowing very  
hard & a heavy sea running.



Jan 6<sup>th</sup>

Monday.

2-52 N. At 5 Am. had to let main staysail to keep  
10-36 N. her steady. Wind still strong, & there  
17 miles sea on the beam which makes us roll badly  
Got the foresights. All are wishing for a  
15 am. change of wind to the N. or N.E.  
lighted first day of fire in cabin stove, which  
steamer feels good. P.M. wind moderated so began  
10-36 N. to put on sail, at 8 o'clock all the lower & upper  
topsails were set also Gib & sparker.

7<sup>th</sup>

Tuesday.

2-49 N. At 2-30 Am. wind hauled to the N. so we  
0-37 N. more ship & pointed her nose to the N.  
miles At 8 A.M. sent down main skysail & mizen  
royal yards & gear. Lighted another stove  
at 5 am. P.M. fore skysail came down, at  
4 P.M. wind backed in to N. so we hauled N.  
again. About 4 knots breeze so every thing was  
put on her. At 8 min & still farther backed the  
S.W. & came further, about 10 knots, heading N.W.  
this hauled till 12 o'clock.

8<sup>th</sup>

Wednesday

0-10 N. From 12 to 4 P.M. we devoted to Dauterizing  
on one d sail, till we got down to 3 form topsail  
32-57 N. & foresail & fore staysail. D was just  
71-15 N. Lining. It again hauled gradually to

Jan 5th

My choice continued to N. & N.W. which of course is dead ahead I realize what I have often heard of going on to the American coast in winter, cold, hail & wind squalls from every quarter, which necessitate constant watchfulness, or serious trouble would be the result.

We are sick of hanging about, as we have now had 4 days of it. No sight today as it is thick with clouds. Wind has abated some but we have only added for main top-sails (upper) to sail (12 m). In the P.M. wind hauled to N. so we could do no better than S. by S. at 4 o'clock we rounded & headed N.W. but it gradually knocked us off again by midnight.

### Thursday

93-40 00 By 4 AM we could head no better than S. by N. 7:15 W. we rounded again, but wind was light, so it was only a drift. At 10-30 light breeze changed from N. to S. & hauled to S. by S. at 12 m. we anchored our N.W. course for home. Got sight at 4:30 m. wind had increased to 7 knots. at 8 still stronger, after this time it died out & came out from the N. with fog looking clouds, took in hail till we could see form and color of what was coming.



July 10<sup>th</sup>

Friday.

Section was awakened about 2 AM. by loud voice  
 a school of mackerel, who was separating 1st Boatman's Tone  
 4-50 W. of the main, who were having a set to. But  
 6-20 W. the mackerel's head came in contact with a  
 net betraying fire causing a swelling, also the  
 misters going on to the main who was  
 deposited in the lazaret. After this  
 wind came out W. & we were & headed N.W. &  
 which task we held with varied currents  
 till 9 P.M. when we judged we were too  
 near to go on four hours more, so route &  
 stood of N.E. & later heading west to S.W. &  
 looked so bad, shortened down to closer  
 to sails for the night

11<sup>th</sup>

Saturday.

4-21. W. On same task as last night heading N.E. to  
 4-19. W. 2 A.M. Got good sight & found we had drifted  
 too much on the current in reckoning position  
 for sight from noon. So we are much to the  
 S. of yesterday's figures. At 8 P.M. came round  
 on the other tack & headed N.W. to N.E. &  
 sighted ship at midnight. Ranged about  
 all night with no wind & heavy swell

July 12<sup>th</sup>

Sunday.

347-18

73-17 1/2

In middle water sighted a steamer.  
Calin until 10 Am when light breeze came  
up from S. By 12 m. it increased to a 14  
knot one, by 4, to 8 knots & by 3 o'clock to 10.  
all the time on the course N. by E. 1/2 S. to  
S. N. E. passed lat. of Kaituma about 9-30  
P.M. Good breeze held till 11 P.M. when sky  
began to look black with clouds, so shortened  
sail, at 12 a squall came on which killed  
our wind & we died see off to N. E.

Monday

36-20 1/2

74-5 1/2

Wind very light, made nothing up to  
10-20 m. but sight in the Am but none at m.  
north working. Our position is judged by  
dead reckoning. At 1 P.M. more ship  
fron test N. N. E. but very light made next  
to nothing all day till 10 P.M. when wind  
came up fresh from N. E. & we went on our  
way reinforcing N. N. E.

144

Tuesday

37-19 1/2

74-13 1/2

At 5 Am. wind backed in to N. & later to  
N. N. E. which headed us off to N. & by 8.  
Got good sights which please all, as we  
are anxious to get exact position.  
Continued on this tack till 4 P.M. when



Aug 14<sup>th</sup>

Tuesday continued  
 we were ship & headed N. E. & later off to  
 N. E. & S.

15<sup>th</sup>

Wednesday

5-53 AM Wind headed us off to N. E. by S 1/2 E. so  
 at 8.30 AM. were sound & headed N.  
 Ranged around all day & running  
 with but little success. All hands  
 are sick of the prospect.

16<sup>th</sup>  
 9-28 AM

Thursday

2-18.30 AM. Beautiful day, but no wind, what  
 air we have comes from the S, no headway  
 up to m. Good sight. Only hundred miles  
 to go, but can't do it. Look ground from  
 yesterday m. to this m. About 1 PM  
 wind freshened up & we went on our  
 course at times as high as 16 knots,  
 but at 10 PM it all left us.

17<sup>th</sup>

Friday

The AM. found us with a good breeze  
 from S. E. & shaping our course for  
 light ship off Cape Henlopen which  
 we sighted about 10 AM. at same time  
 sighting Pilot boat No. 1. The ran down  
 towards, we backing main yard to wait  
 for him. He soon got on board & we

July 1<sup>st</sup>

Friday (continued)

Sailed away from New Bedford Breakwater when we arrived & anchored at 12.30 p.m. After dinner Capt. Pilot & Mr. Smith went ashore, hoping & expecting to find the orders. Did not return, so sails were all furled up.

18<sup>th</sup>

Saturday

The day was devoted to cleaning up the ship all over. Capt. did not return. Blue took sail & let go another anchor. This is a bad place for a deep ship, as there is no shelter whatever from the sea in an E. wind. Light draught vessels can go behind Breakwater, say 20 ft. but no more we are drawing 24 ft. No Capt.

19<sup>th</sup>

Sunday

Capt. came aboard in the forenoon, brought some fresh beef & vegetables. So we lived well. Pilot & Mr. Smith also came. Hauled up second anchor. No orders.

20<sup>th</sup>

Monday

Capt. & Mr. B. went ashore, the latter taking his baggage, so to go by train to Boston. Pilot remained aboard. Saw what I took to be Sloop Fortuna behind Breakwater.



Aug 21<sup>st</sup>

Tuesday

In P.M. boat came off with water, & note to mate informing us we were to go to Boston. It was not welcome news to the men, as the most of them here had a touch of seasickness in the winter. Pilot went ashore in water boat. ~~Wednesday~~ Thursday

Oct. 23<sup>rd</sup> Have been obliged to remain here as there has been no chance to sail. Came on to blow from the E. in the P.M. At 10 o'clock cast all hands to give her the 2<sup>d</sup> anchor & additional chain on the big one, 75 & 80 fathoms to the water.

Oct. 24<sup>th</sup> Moderated in the Am. & cleared at mid. wind hauled to S.W. at 3 P.M. when we began to get underway. Started at 4 P.M.

Oct. 25<sup>th</sup> Sailed out to Light Ship which bore N. 38.52 W at 12:30 A.M. changed course from S.W. to E. N. E. for the South Shoal Light Ship. Got sight at 11 P.M. & had made but little nothing as wind was light & current ahead. Wind hauled to N.W. about 6 P.M. & baffling.

July 26<sup>th</sup>

Sunday

37-27<sup>th</sup>. Had light wind through the night but made  
72-23<sup>rd</sup>. a good course. Got sight & found position  
good. At m. hauled up so we can get faint  
to windward of course. Had a nice  
turkey dinner. Bought alive at Lewis.  
About 3 P.M. wind breezed up to a 7 to 8 knot  
gale, at 10 am stronger & squally, took in  
main royal, for & mizzen. 2 goldent sails  
& stics making 8 knots.

37<sup>th</sup>

Monday

40-23<sup>rd</sup>. Cloudy & strong wind N.W. Loading  
67-57<sup>th</sup>. N.E. by E 1/2 E. Got sight at 10 am. At  
m. At later, clouds scattering. 2 P.M.  
Took off E. by S. for 2 hours making about  
14 miles, then hauled up as close as we  
could heading N.E. to N.W. as the wind rose.  
2 Had strong & light breeze also snow squalls.

28<sup>th</sup>

Tuesday

41-26<sup>th</sup>. Wind from S.W. & squally.  
69-10<sup>th</sup>. We are satisfied there is a strong current  
which makes reckoning uncertain.  
Cloudy but got clear light. Heavy sea  
all night. Got sun at m. also. But it is  
a dead muzzler. The course we want to  
make is just where the wind is from but it



July 25<sup>th</sup>

## Tuesday (continued)

At 7.30 AM. Being as far to the N.E. as we cared to be & seeing signs of shoal water ahead, we were ship headed to the N.E. as permitted by wind. Have sounded every two fathoms since leaving S. Hook light ship. At 3.7 PM this morning, closed up lower main & pallant sails so now she is under the topsails, gill & fore staysail & fore sail. At 4.7 PM were ship again to the N.E. At 8, it came stronger & we closed up the fore & mizzen upper topsails & so she soaked along all night.

25<sup>th</sup>

## Wednesday

25.02.77. More moderate. got good sights. At 11.45 AM. more round & stood in to the N.E. till 8 PM. when we were again to the N.E. Wind lightened gradually through the night.

26<sup>th</sup>

## Thursday

At 3 AM calm. 3-30 light breeze from S.W. headed N.W. by W. & by S. Fine. Saw rise but soon became cloudy. Got no sights. At 7 AM reckoned position sounded & changed course to N.W. by N. but she will do no better than 12 N. At

Jan 30

Thursday  
wind has shifted to N.E. by N. 7 miles.  
Landed in the P.M. At 7 P.M. saw  
light which we took for Cape Cod.  
Kept on course till we sighted two lights  
which we called 3 minutes N.E. but then  
were in<sup>ed</sup> for as I thought prudent to  
run ship, heading N.E. Head on the  
tack till about 2 Am Friday am  
Friday

3/40 Then ran ship standing in N. by N.  
before day light saw lights again  
& headed in for them, but at daylight  
much to our surprise we found we were  
on the Nantucket Shoals, one light being  
Barnstable Head, the other Monomoy Point.  
It didn't take long to run ship & get out  
of that mass of shoals. The tide had  
sneaked us down S. like a ram home, as we  
figured at 2m yesterday Highlands only  
21 miles N. but 40 to 50 N. In the afternoon  
wind hauled to the N.W. soon could head up  
N. by E. we ran this way till about 10 P.M.  
when it became light & later almost calm



May 1<sup>st</sup>

Saturday

Windsame up early from S. & looked  
me for a chance to run in but after  
sun rise it hauled to S. S. & later S & S.  
with rain & snow & strong breeze.

It was so thick we could not see over  
2 miles. We ran on this course till we  
judged the ship 10 miles S.W. of Cape Cod &  
seeing no sign of clearing wore ship & shot  
and sail down to fore main lower topsails  
& star sail & then to on starboard tack  
heading about S. It blew heavy till 10  
P.M. when it died out calm & foggy.

2d

Saturday Sunday.

4-25 N

9-47 N

About 5 A.M. a light wind came up  
from S.W. & hauled later to S.W. At 10 A.M.  
it was just hawling, so we had to take  
in what sail had been put on during  
the calm & again wore to, this lasted  
all day, blowing very heavy. Got several lights  
which put us 40 miles S.W. of Boston light.  
At 6 P.M. wind is moderating.















































